

# PICTURES OF ENGLAND

Translated from the Telugu.

EDITED BY

POTHUM JANAKUMMAH RAGAVIAH,  
A HINDU LADY OF MADRAS.

DESCRIPTIVE OF

HER VISIT TO EUROPE.

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Donated by  
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## PREFACE.

MANY English lady friends of mine in England, who evinced their sympathy in the welfare of Hindoo ladies, suggested me to publish a book containing an account of my journey to Europe, in accordance, therefore, to their wish, soon after my return from England, I published a *Telugu* letter, the translation of which will be seen in the foregoing pages. The letter in question was the forerunner of this work, as it were.

I beg to be excused for bringing out this work rather late in consequence of the many impediments that usually present themselves to one that has not attempted to be an author; I also trust that the readers of this little volume will pardon any errors or short-comings in the description of places and people, if there be any, as I have only portrayed what my senses have thought and my eyes witnessed.

Though this work is specially intended for native ladies, yet, as the majority of them are making great progress in the study of the English language, I am hopeful that, in the course of a few years, they will easily grasp the ideas therein contained, though they might not care to venture across the blue waters.

I feel much obliged to my friends for having given me a few English extracts to go in this book to make it complete and readable. In due course the *original*, with a *Telugu* translation of English passages quoted in this book, shall be published, when there is a pretty good demand and not before. Such demand will enable me to form an idea that this volume is countenanced by that class of Hindoos who have not learnt the English language. In order to meet the printing and other expenses, I have priced the book as low as possible, and let not, therefore, my readers imagine that this work has been published with a view to gain.

POTHUM JANACUMMAH RAGAVIAH.

BROMPTON HOME, EGMORE, }  
MADRAS, October 1875. }





## DEDICATION.

To

**Lady Julia Robinson.**

MADAM,—The warm interest your ladyship has ever shown in the welfare of Hindoo women, and the continual efforts made by your ladyship to raise their social and intellectual position, has prompted me to dedicate this little and, I fear, imperfect work of mine, to your ladyship, trusting that it will inspire your ladyship with fresh zeal in the noble cause in which you are labouring, and in which you have seen, through God's blessing, so many joyful results.

To your ladyship therefore I, with feelings of thankfulness and pride, dedicate this labor of my hands, sincerely hoping that it will meet with a favourable reception, and also, that it will accomplish the end for which it has been intended.

I am sensible of its many defects, both of omission and commission, but trusting to your ladyship's generous forbearance, I have no hesitation in laying this little volume before your ladyship, resting perfectly assured that you will allow its faults to be submerged in the abyss of forgetfulness, and will not fail to extol its worthy portions far beyond their due meed. Once more, while thanking your ladyship for the admirable spirit of devotion your ladyship displays in the cause of the Hindoo women of this Presidency, I invoke the blessing of Heaven upon your head.

Believe me,

Madam,

Your most devoted servant,  
POTHUM JANACUMMAH RAGAVIAH.

BROMPTON HOME, EGMORE, }  
MADRAS, October 1875. }



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## CHAPTER I.

ENGLISH TRANSLATION OF A HINDOO LADY'S LETTER WRITTEN  
IN TELUGU.

(From the "*Sriandrabhashasunjivini*." )

SIR,—There does not appear to be any record that our Hindoo people have at any time been in the habit of building ships and travelling to other countries, making themselves acquainted with their peculiarities, or forming suitable national alliances. Besides this, our people have laid it down that Hindoos must not cross the seas to visit other countries. I know not what good results have accrued to our ancestors from this restriction, but I think it is plain that in the present time it only results in endless evils. It is owing to such restrictions as these that up to this time our people have not attained to a higher state of civilization. Some Hindoo merchants are accustomed to ship goods and trade with them at the neighbouring seaport towns, but they do not, like the people of other countries, build large ships and venture on commerce with foreign nations. If our people esteem the restriction quoted above and consider timidity a virtue, when will they acquire that which is really suitable? When will they attain to an improved condition? Alas! Why do not our people relinquish such ignorant ideas? At the present time a few sensible Hindoos,

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for the good of their country, occasionally travel to England—the native country of those English people who have possessed themselves of nearly the whole of India, and who honestly and carefully govern the country, so that our lives and our property may be safe. Some Hindoos fear to go lest they should break their caste, or on account of the discomfort attending a sea voyage. Others again give up the idea of the voyage from fear that the sea itself, enraged lest the presumption of those who dare to cross its waters, should swallow them up, ships and all, and make a meal of them. When I went to England by the way of the Western Sea on a steamer with necessary attendants, and after having made fitting preparations, neither during the voyage nor after my arrival in England did it prove needful to violate Hindoo rites and ceremonies. In the second place, it is wrong to assert that there is discomfort on board-ship. There is no discomfort whatever on board the steamers used by the English. The cabins are like King's palaces, handsomely carpeted and furnished with ornamental and curious crystal lamps, couches and seats, with everything that the lordly residents of great cities enjoy every day, and they are also supplied with all kinds of fruits. Only those, probably, who have never seen the interior of a steamer, will venture to say that they are uncomfortable. Those who have seen them cannot possibly say so. Even those who desire discomfort would not be able to get it. Good travellers who go on these steamers may comfortably

### THE FIRST WHISPER.

visit all countries, and return to their homes without their bilious system having been upset (*lit.*—without the butter-milk in their stomachs having been shaken.) If there were such a thing as discomfort, would Englishmen send for their wives to come out to India on board the steamers? The ladies themselves would not come. In the third place, as long as he has life a man need not fear whether he is on sea or on land. It is time enough to be afraid when cause for fear draws near. Each one must decide this question for himself according to his sense and moral courage  
—there is no use in my writing about it.

When my parents, brothers, sisters and relations heard the news of my determination to visit England with my husband, they all lovingly admonished me not to go, each one urging his or her peculiar reason. Notwithstanding all these appeals, I saw no reason for relinquishing my strong desire to visit England. When at last I was starting, owing to their affection for me, tears came into their eyes, and so deeply grieved were they, that they even left off eating and drinking and began to weep bitterly. Surely this sympathy illustrates the difference between men and beasts. If only some Hindoo females had previously visited England, my friends would not have grieved so much. The non-existence of such a custom was the cause of their grief. Though all my friends thus opposed it, I would not abandon my determination to take this trip to England. I went to that country—saw all its curiosities, and by the



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favor of God who preserves and governs the universe, I returned safely with my dependants to my own country. From the moment I returned, all my friends who formerly opposed my going rejoiced exceedingly when they heard me tell of the wonders of England. Ha! what wonders time works. The condition of England, the beauty of the streets, the colleges, the shipping, the manufactures, the perfection of the science of Music,—the arsenals, female education, the unity of the people, the piety, the Government, the respectability of the people, these and many other wonders have I seen, and amazing joy fills my mind when I reflect upon them. For this reason I consider that England is the most glorious country in the world. It may be called “Fairyland.” The country is made beautiful to behold, by the abundance of green grass and the trees laden with fruits and flowers. The wind blows very cold, but it is very healthy. The vegetables, &c., are delicious. The water is sweet, everything that can be had in this country can also be obtained in England. I can testify from my own experience that England is a very healthy country for Hindoos. From the time India became subject to the English, they have shown us much kindness, and are endeavouring yet further to befriend us by means of railways and other appliances. They have extended commerce, and are bringing the country into a better condition. Of what other age can it be recorded that we might leave Madras after an early meal on Sunday, and bathe at Alla-

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habad on the following Tuesday. There are many wonders like this. In a short time I propose publishing a book by which all these matters of interest may be known by every one, let that pass, as I said before, the English are conferring those benefits upon our people which they need, but the Hindoos do not visit England even to show their gratitude for them. Are not thousands of English people always coming to India either to conduct the Government or to see the country? Is it right to say on this account that they have no patriotism and are regardless of their own relative? It is very strange that if any one ventures to innovate, he is sure to be censured, but after a time those who blame him often adopt his innovations, enjoy them and praise them. In the future, Hindoos who desire to see England will be able to go to and fro between India and that country without fear of offending prejudice, of incurring discomfort, or of being swallowed up by the sea. If some do this the custom will before long become common enough. I address myself to those who desire to trade extensively—to those who wish to rise in the world, through their knowledge of foreign languages—to the rich and not to the poor, and to those engaged in sacred pursuits. There is one other thing I would mention. Please listen. It is about Englishwomen, they can talk when occasion offers on scientific subjects, and on those topics calculated to promote the best interests of humanity—but they rarely hold vain and nonsensical conversation. The mutual affection of husbands

and wives is very great. Married life in England is like the mixture of milk and water. The men do not look down upon women, but regard them as their equals in all things, sharing with them all suitable pleasures. The women use the money earned by the men for the use of the family, and so contrive that the husbands may not feel the want of any thing, and so arrange as to afford no cause for family dispute. Consequently the men are free from numerous domestic troubles. The parents teach their children to distinguish between right and wrong from their earliest infancy, and prevent them from acquiring a knowledge of abusive language. The European Kings know all the news concerning other countries, &c., under the dominion of Queen Victoria by means of the telegraph, and inform each other of their own house history (or domestic welfare.) It is no use talking much. The intelligence of the expected famine in Bengal caused great sorrow to all. How can I describe the sympathy of the English, especially where life and death are concerned. I pray God that the same good qualities may soon be seen amongst Hindoos, and that our nation also may become fruitful in good works. Sir, I shall be glad if you will correct this letter, and publish it in your newspaper.

POTHUM JANACUMMAH.

THE REVIEW, BY THE "ATHENÆUM AND DAILY NEWS"  
OF MADRAS.

It is matter of no little surprise that a Hindoo lady should have written such a sensible letter as that which appears in our columns of to-day (April 15, 1874,) and what is still more surprising is, that, with the generosity of a truly liberal mind, she should have so overcome her national prejudices as to give to other women less privileged than herself, the story of her voyage to, and her sojourn in England; and though this letter is but a whisper of what she has yet to communicate, it is calculated to excite the development of that reputed feminine characteristic—curiosity—an agent which may be as potent for good as it is for evil. A Hindoo lady tells the story of what she saw in that most glorious of all lands—England—and some of those who listen to her descriptions of what she there beheld, may be induced to brave the perils of the deep and the inconvenience of a sea voyage in order that they may judge for themselves. What we most admire in the writer, is her noble fearlessness and the zeal she shows that her own country may throw off its foolish timidity in the pursuits of the arts and sciences as known to other countries. She is quite right in ascribing to the stay-at-home propensities of the Hindoo, the blame of the stagnation in their national civilization. He who nothing ventures, nothing has. They who travel much, enrich their own minds and the literature of their country with the results of their own

experience. Travel, as a rule, widens one's sympathies, and, generally speaking, in private individuals, rubs off those rough edges which are so unpleasant in those whose whole life has been spent in one small corner of the world. This visit to England has opened this lady's eyes to the faults of her own country, and probably for the first time in her life, she realizes how far behind in the march of civilization is her own beloved country. There is something charming in her simply expressed surprise that it should be so, though we cannot endorse her sentiments regarding the utter impossibility of discomfort attending a sea voyage, unless, indeed, in the case of those who love the sea, go without incumbrances and never suffer from that horror of horrors—sea-sickness. With these exceptions, discomfort *may* be difficult to be obtained, though we fancy most people get enough of that ingredient of every-day life without seeking it or wishing for it. At the same time it is simply delightful to hear a Hindoo lady thus making light of what many Englishwomen, brave as they are, consider real inconveniences, and we think many of her countrymen would do well if they learn from this unassuming letter-writer to run somewhat out of the ordinary groove. If England is worth the seeing, it is also worth an effort and the endurance of some temporary inconvenience if needs be, to see it, and we cordially sympathize with the lady who is shocked at the indifference of her countrymen (many amongst whom are really intelligent

men) to those wonderful lands beyond the sea of which she has formed such a favourable opinion as to liken one of them to "Fairy land;" nor is she far wrong, if describing certain seasons of our English year in the country. It is then "Fairy land," and the simple remembrance of them brings back to us in this far-off country the sweet perfume of violets, primroses and May blossoms—the wealth of apple blossoms above and below, scents and sights so sweet and beautiful that their very mention makes those who love them long to be there—to say nothing of the timely summer and autumn seasons which the poorest can enjoy in a country home in England. We do not think with her, that if there were any discomforts to be endured on board a steamer, English gentlemen would not send for their wives, or that English ladies would not consent to endure those discomforts. There are two noble traits which, we think, all true Britons possess in a marked degree, and which are the badge of most Northern nations, the characteristics of undaunted determination and physical endurance, and Englishwomen too, for the matter of that, would encounter all kinds of difficulties and dangers to accomplish any one design on which they have set their hearts. Fond of ease and comfort, as they undoubtedly are, they are equally fond of adventure and excitement, and there are few true Britons who would not, at a moment's notice, quit their homes, leave all they prize, and all the luxuries their own indus-

try and enterprize may have gathered round them, to risk, even life itself at the behest of duty. It is the possession of these characteristics which has made them the conquerors of other nations, and it seems to us that it is these traits that the Hindoos, as a nation, appear to want. Our lady letter-writer evidently sees that they are timid and fearful of being inconvenienced, too fond of going on, day after day, year after year, and age after age, in the same beaten track of thought and life, and all because they have not seen what she has seen, the progress of other nations. She sees how far they are behind in the march of civilization, and woman though she is, would stir up their sleeping energies and induce them to overcome their childish fear by the simple record of how a woman went where few of them dare go, and how she has returned to her native land, better and brighter and happier than she went. Such a record as this, read to apathetic natives, by, perhaps, it may be apathetic readers, cannot, we think, fail in its simple object to arouse native curiosity and native interest in the progress of other lands, with a view to the ultimate mental improvement of the Hindoo nations. The beauty of this lady's letter consists in the fact that it was written not to attract European criticism, but for the benefit of her own country women, for which object it was originally published in a native paper. The letter itself is written in unimpeachable Telugu—and we hope the writer may be rewarded by finding some at least among her read-

ers whose interests and curiosity may be excited to some good end. Moreover, the comforts and the luxuries of English life, the beauties of European scenery, occupy quite a secondary place in her consideration; all these, appreciated as they undoubtedly were, seem almost lost sight of in her admiration of our arsenals, dockyards, shipping and manufactories. Why cannot her people do the same? This is the pervading tone of her letter—and her conclusions respecting India's national shortcomings are sensible and logical. The Hindoo is too timorous to cross the ocean and see the deeds of other nations, and too idle to exert himself to imitate those arts, which the more enterprising European has brought into the very heart of his country. He is so wanting in emulation that he cares not that the European has all the honour and credit of every invention and of every improvement, social or otherwise. Where are the "GEORGE STEPHENSONS," and the "LIVINGSTONES" of India? How is it that natives ever originate expeditions into other countries from the pure love of science? We never hear of a native "MENDELSSOHN," and are never called to gaze with admiration on the works of a Hindoo "LANDSEER." It is indeed wonderful that with the facilities now afforded to travellers, so few natives should avail themselves of them. Motives of curiosity alone, we should have thought, would have induced them to overcome the prejudices of ages, and we quite agree with the writer of this letter that until they do, as



individuals, and as a nation, take some interest in the state of other countries, and leave their own country for a time to acquire a knowledge of, and an insight into, the customs, manners and achievements of those lands, there is little prospect of any great improvement in civilization being accomplished. The last point we would notice is, that the letter is written in Telugu. It would be well if many natives possessing a good knowledge of their mother tongue, and but a slight acquaintance with English, would do the same. And then if they wrote things worth reading, their productions, like this lady's, would find translators.

## CHAPTER II.

OUR DEPARTURE—MY FLOATING HOME—THE SALOON—THE BATH-ROOMS—ENGLISH COURTESY—THE SHIP SERVANTS—OUR MEALS—AMUSEMENTS ON BOARD—SUNDAY SERVICE—GALLE—THE DEATH BELL—FUNERAL AT SEA—THE BURIAL SERVICE—ROUGH WEATHER—A VESSEL IN SIGHT—THE COMPASS—“LAND! LAND!”—ADEN—“WATER DUCKS”—A FALSE ALARM—DEPARTURE FOR SUEZ—IN THE RED SEA—SUEZ—THE DOCKS—THE CANAL—AGROUND—THE DESERT—PORT SAID—ALEXANDRIA—THE VICEROY OF EGYPT’S ARRIVAL—CHANGE OF STEAMERS—CHEATED BY A DRAGOMAN—POMPEY’S PILLAR, CLEOPATRA’S NEEDLES AND THE CATACOMBS—THE RIVER NILE—LIVINGSTONE AND STANLEY—MALTA—ASHORE—SIGHT-SEEING—GIBRALTAR—“IN THE BAY OF BISCAY OH!”—THE ISLE OF WIGHT—LANDED SAFE AT SOUTHAMPTON—MY FIRST IMPRESSIONS OF ENGLAND—HOTELS AND HOTEL SERVANTS—WATERLOO STATION.

THE firing of three guns announcing the arrival of the mail steamer *Australia* from Calcutta, bound to Southampton, *via* the Suez Canal, commanded by Captain Murray, on the morning of the 20th July, 1873, at day-break, caused us to hurriedly prepare ourselves for the journey across *Calapanee*. We took leave of our relations and friends, and received their blessings that “God may be kind to you, and bring you back safe to this land,” which is dearest to us by birth. We got into the masulah boats

which was to take us from the shore to the steamer, accompanied by our nearest and dearest relations and friends. These were manned by a dozen sinewy fishermen, who rowed us safely to the steamer, cheering us with their lullaby, "*Eh! lah!! lo!!!—“ Sami Eh! lah!! lo!!!”* which is their habit, apparently, as a preventative against fatigue. We were half buried in sorrow, thinking upon the many privations attendant on so long a voyage, for those who have to see nothing but a broad expanse of water all around for thirty days or more.

All of us ascended with great care the accommodation ladder, and gained admission into our *aquatic home* through the gangway, from whence we were conducted to our cabin, where we saw our trunks and other things placed safe. We, the feminine element, were then escorted by the sterner sex, around the different parts of the ship, worth inspecting, *viz.*, the *saloon, cabin, bath rooms, pantry, scullery, cook room, bakery* and the *deck*, in order to impress upon our minds that every comfort is provided both for natives and Europeans; and in time of sickness, the ship doctor attends upon passengers, and renders his aid to restore the sick ones to their former health.

The magnificence of the steamer and its many admirably devised comforts wrought a great change in our minds, by abating horrors of a sea-voyage, and I compare this change of mind and feelings to a weather glass, that would stand at blood heat when it was lying exposed in the open

sunshine, and instantly fall to freezing degree when taken into an ice-cellar.

As the time drew nigh for our friends to take leave of us, they became once more gloomy at the parting signal, and ere the vessel steamed away, they, with melancholy appearance and in sobbing tones, bade us a hearty adieu by way of kissing and embracing. Now we were left to ruminate and reflect upon what was to come.

Our vessel got under weigh at about 1 P. M., and at the given signal, we steamed on our course towards Galle, while dear Madras and its buildings were gradually receding. As the sun disappeared, darkness and night prevailed all around, when lights were lit in our steamer home, which looked both grand and new to me.

The banqueting hall (saloon) was no less so. The greatest comforts experienced on land could all be got here.

The bath rooms are fitted with marble tubs, and the deck beautifully carpeted, and those who wish to indulge in the luxury of a bath can scarcely but admire the arrangements.

Suffice it to say, that whosoever wishes to have a cold bath can obtain it by filling the tub, and by unscrewing the tap affixed to it; those who are accustomed to have a warm water bath can enjoy the same by a similar process; while another who is anxious to have a shower bath can enjoy the pleasure to his heart's content by pulling a string hanging just over the head, when it showers in a very pleasingly and profuse manner. This is most certainly

much better and easier process than the *chemboo* system of pouring water on the head. Every requisite thing required in a bath room, such as soap, towel, brushes, &c., were abundantly supplied, and what more is required ?

I was rather mistaken in supposing that we would be friendless and solitary on our way to the Western El Dorado, but it came to pass quite in a contrary way, inasmuch as that all our fellow passengers were very agreeable and friendly to me and also to my husband; so also were all the officers, including the good-natured captain and the ever-ready doctor. Why this idea occurred to me was, because my own races are not, as a 'general rule,' so courteous, therefore I thought that the English people were like unto them; but my experience proved to the contrary that the majority of them are not of that nature; therefore my sorrows in having left home were mitigated a good deal.

My attention was likewise directed to the cleanliness of the ship-servants (stewards, &c.), and their marked attention to passengers' wants and requirements, which are admirable and praiseworthy. They need not be told their work, as they thoroughly understood its routine, and moreover did it properly, unlike our Indian domestics. Many may like to know something about the meals provided for English people on board the steamers, and it is my wish to say what I have witnessed. The Europeans were served with five meals in the day, and at each time the

table which was fitted in the saloon, was replete with the choicest of viands and delicately cooked dainties, also preserved fruits from Europe. The things were orderly laid on the table, and presented quite a nice collection of works of art to one that had not the opportunity of seeing such things before. Does it not tempt one to taste the flavor of the eatables that were laid on the table, of course it does, and when I say this, some may conclude very naturally that I have violated my caste rules, and what if I have done so, by taking *milk, wine, and fruits*, when there have been so many bright examples before me of those who had proceeded from Madras to England. The first meal in the morning at 6, consisted of a cup of coffee or tea with toast, then breakfast at 9 A. M., then again tiffin at 1 P. M., and again dinner at 6 P. M., and the last, supper, at 10 P. M. Before they sit for meals, a bell was rung, warning passengers that the table was ready. At dinner time the various course of dishes were mentioned on slips of paper, and they were circulated to ladies and gentlemen in order to know before hand what should be required by this gentleman and what not by that lady in order that confusion and wastage should not occur. At breakfast, tiffin and dinner, ladies and gentlemen sat for a considerable time at the table, and while they partook of their meals, they held conversation on different subjects and remained at the table for more than three or four Indian hours. The ladies are the first to retire to the deck to take an airing, while

the best pianist, of course a lady, returns to regale the others of the company in a sweet flow of music. At the sound of the piano, the tinkling was, as it were, a warning to them (gentlemen), and they gathered instantly around it, making a low bow to the lady to begin with her music. Sweet airs were then played and sung, and if they were really good, the proof of that was only by the clapping of hands and loud laughter of appreciation.

Other than meal hours, passengers spent their time by reading different books, which the librarian lent on payment of a small fee of one rupee for the voyage, so one could clearly see that European passengers spend their time in the best manner, the time therefore does not hang on their hands heavily. Why is this? The plain answer is that they are fully cognizant of the motto, "*Time is money.*" With all the enjoyments and comforts in this *aquatic home* on the broad ocean, they never forget their Creator. As if they were on land, they congregated and recited verses in their holy book in the saloon on Sundays, when the bell announced the service hour, the Captain performing the duty publicly allotted to a priest; the Captain also did the minister's work when a man who died on board awaited burial in the deep waters. When the death bell for one that had departed was rung, then a solemn veneration for the Almighty's doings penetrated our mind, but how were we to express that veneration in the absence of our *Swamis*. It was only by joining them and listening to their prayers,

and by beseeching the Creator to spare us. The meaning of the verses were very touching. I believe this was the only course left open for us to adopt; when I say this, I do not mean that I profess Christianity, which I would not do not even for the wealth of the whole universe; the circumstance and necessity cited above induced to do so.

### GALLE.

Our voyage was very pleasant all along to this port, a distance of 700 miles from Madras, situated on the south of the island of Ceylon or Lanka. This island is connected with Hindoostan by two islands and by a chain of shoals called *Adam's Bridge*.

As we neared the harbour, what picturesque scenery the land of Ramanaswara presented to our view, calling to my mind the ancient legend with which that Island is connected. We too may boast of a harbour in a few years to come, the want of which has been the greatest drawback for the shipping in Madras. It is at Galle that all the mail steamers anchor for a short time that are plying to and from Calcutta, Madras, Bombay, China, and Australia. While we were yet at a pretty good distance off, the pilot came on board and conducted our steamer into the harbour, where it was anchored on the 22nd Instant at 4 in the evening. Having a desire to go on shore, we engaged a boat, which are of very peculiar make, and differed much from the Madras masulah boats. Of course, each country has its own peculiar fashion. We landed and drove about the



place, made a few purchases in the shops, and returned to our floating home towards evening. The people differed from us in manners, dress, and tongue, and it is natural I should expect so, but to give a short account of their customs and manners is impossible for me to do, as I was only for a few hours amongst them. We stayed longer than the contract hour, and it was understood afterwards on questioning, that owing to the late arrival of the China mail we were compelled to stay. A fancy bazaar was opened on a small scale by petty tradesmen from the shore, offering articles for sale to passengers at exorbitant prices; then again, fruit trees, with the varied season fruits, and the photographers, with their goodly collection of views, &c., all of these made a fair profit and retired to land.

Before we left the place, the Company's agent supplied a fresh stock of requirements. We had to replenish the coal bunkers with that black stuff which caused great inconvenience, by not only tarnishing the whole vessel, but tinting the persons into a different color than real.

The island of Ceylon is noted for its pearl fisheries. "In the Straits of Manaar the largest pearl fisheries in the world are worked. It appears that in the year 1835 for the right of fishing 30 days with 150 boats, the rent amounted to something like Rupees 12,00,000. This island is also celebrated for its elephants, which are very huge. The stations on the coast were captured by the English from the Dutch towards the end of last century, and in

the year 1815 the whole island was ceded by the Kandy chiefs to the British." It is in this island that our noble Queen Victoria's eldest son is preparing to have a shooting excursion.

The signal bell to start resounded throughout the whole ship, when we, with all other passengers, hurried to the deck, densely thronged in order to see the land we loved, and the beautiful scenery of which soon disappeared from our sight. I was glad that our next station was Aden, and was impatient to see what it was like. Another bell soon announced that our meals was being made ready, so we left the deck for our cabin. A little while after we sat at the table a shocking report was spread by the tolling of a bell in the steamer, which I learnt afterwards to be the announcement of death of a human being. Fancy, how my mind was affected at this startling report.

Yama, the King of death, had chosen for his victim an European fellow-passenger from Calcutta, who was ailing with fever and dysentery. As his medical men had pronounced their disability to cure those complaints, he, trusting his life to the Almighty and to the effects of a sea voyage, had embarked for Southampton.

I am quite sure we, natives of this soil, would rather forfeit our lives than attempt to cross the sea, especially at such a stage of health, as was this poor gentleman, without relatives and friends to attend upon us. This evidently shows how bold and courageous those people are in the

absence of the luxury we always long for, and to which we generally claim an inheritance; this is one reason why the white men are better off in every respect, leaving their dear homes far behind, domiciling on Indian shores with some object in view to fulfil, perhaps, as servants to the sirkar (Government). I would even go so far as to say that owing to this courage which they are blessed with, and which is exemplified in the doings of the aged and the young alike, they are the powerful possessors and just rulers of this vast Empire—India, and many other colonies. What is their courage is no alien to ours, only they understand, and carry out the old saying, ‘Fortune favors the brave;’ on the other hand, we sneer and stare at it, but let us this day engrave in our hearts the adage, and then it will be no great wonder if we are not one day their equals, if not superiors. But I am away from my subject, and must return to the funeral scene.

At dusk all those that were inclined to honor the deceased with their presence came on deck, headed by the Captain, who acted as Minister for the occasion. The dead body was laid in a dealwood box (coffin), securely nailed, and was borne by the stewards and seamen to the spot where the people were standing, the ceremony then began. A few portions from the Bible were read by the Captain, while the rest listening to what was being read, wore a sorrowful countenance, reflecting perhaps upon the brevity of human existence.

The ship doctor appeared to be the chief mourner, for who but him consoled and comforted the departed prior to his death, therefore he had expressed so much sympathy and feeling as to shed tears over the departed, which was induced, perhaps, by calling to his mind the anguished expressions of the deceased, uttered on his death bed when he doubtless alluded to his friends and relatives at home, he would leave behind sorrowing. When the service for the burial of the dead was over, the coffin, which was adorned with flags, was lowered into the deep by a few stewards with profound respect, and the vessel in token of respect for the deceased gentleman moved on slowly.

I had no scruples in attending the funeral, and while we were there, we noted with pleasure how closely the pithy portions of the burial service, resembled our Hindoo individual prayers at the solemn time of death. I allude to *Smas-hana Viragium* (Cemetery seriousness.) It is to be regretted that we Hindoos have no form of prayers at the time of disposing of a dead body, or on any other occasion, except perhaps, what is uttered by the *Auchariya* in an unintelligible language (Sanscrit,) which is the mother of all languages. Those portions I spoke of which attracted my attention were as follows :—

“ We brought nothing into this world, and it is certain we can carry nothing out.”

“ Thou knowest, Lord, the secrets of our hearts ; shut not thy merciful ears to our prayers, but spare us.”

“ We therefore commit *his* body to the ground, earth to earth, ashes to ashes, dust to dust,” are so simple yet so impressive, that a child can easily understand and grasp the meaning thereof. Why I have attended to this is because the simplicity of the language and its touching beauty caused me frequently to think of it. It is to be hoped that the day will soon come when our *Mantras* will be translated into intelligible vernaculars by the many learned pundits our country boasts of. A man performing such a work as this, would leave an eternal name and fame. I will not further stray from my subject, but will now turn to my own essaying.

This melancholy event caused quite a gloom to pervade our minds, so much so, that if anything went wrong with us, we were fearful lest we should have to share the same fate as that of our fellow-passenger, by being buried in the deep waters, without a dear relative or a friend near us. In order, if possible, to avoid such a melancholy affair, we made up our minds to wend our way homewards again, on reaching Aden, regardless of the fun that would be indulged in at our expense, as well as the forfeiture of our passage money. But I am happy to say that God was otherwise disposed. He instilled courage into our hearts, and the may-be childish apprehensions we indulged in, vanished like a London mist before the bright sun. The many diversions, too, on board the steamer provided for the entertainment of passengers, helped to some extent to

alleviate our fears ; so that in a day or two, our fears were buried in oblivion and our faces again became bright.

Now to tell about the voyage. The sea was unusually rough, to such a degree that square planks were fastened to the edges of the dining table to prevent the plates, dishes, and tumblers, &c., from falling on to the deck. As an indication to, that a high sea was running, the port holes in the ship were lowered and fastened, which is the individual duty of the ship's carpenter. The weaker sex all succumbed to sea-sickness, that curse of a trip by sea which is so common to land-lubbers, and often in old sailors, so I am informed. All of them were confined to their respective cabins, and never therefore made their appearance on the deck till a day previous to our reaching Aden. The readers of this book will doubtless be anxious to know how I stood the rough sea, whether I suffered from sickness, and to satisfy them, I am proud indeed to state that I was quite as free as I would be on shore, which I thought really was a blessing. My singular appearance on the deck, while others of my sex were absent, was a rare and exceptional phenomenon to my fellow-passengers, and the Captain was loud in his admiration to see me all right, to see me walk on the deck, balancing myself so well, with the motion of the vessel, and to see me in a tranquil state of mind and temper. When the Captain conversed with any of the passengers both he and all the passengers unanimously pronounced that I was a good sailor.

You may be curious to know when I say I talked to them if I knew the English language to express my thoughts to them, of course, I knew very little, and with this little knowledge, and by the aid of my husband in interpreting, and the assistance of my ayah rendered during the absence of my husband, with her imperfect and broken English, I was able to convey my ideas to them pretty well, at all events they seemed to understand the purport of my meaning.

It is really a very pleasing sight to view a floating home at sea, and I was specially interested when, for the first time, I saw at a distance of a mile or so ahead a P. and O. steam vessel steaming toward us, carrying the mail for China, Australia, &c. The moment the officers on the bridge caught sight of the vessel, they hoisted the P. and O. flag at the main mast-head and the British flag at the stern. The vessel in sight did the same thing. This was signalling to tell each other the name of their respective vessels and to pay salaams to each other, so soon as the vessels were out of sight the flags were lowered. The same reciprocation of signals is performed at night time by means of flying rockets in the air and burning blue lights. This is what I learnt from the quartermaster who steers the ship, but unfortunately, I had not the pleasure of witnessing this pretty sight during the course of my voyage.

This portion I am treating of, will, to a great extent, assist my readers to understand how and by what means ships

and steamers are directed to their proper destination on the broad ocean when there is apparently to those unacquainted with navigation not a single mark to guide them. No doubt some of my readers, through the medium of their enlightened husbands, may have been made aware of the fact how a ship or steamer is guided, but it is only to those that have not the chance of knowing, are placed in blissful ignorance.

Mariners ought to be extremely thankful to the inventor of their guide, both in pitch dark nights and in the broad day-light, which does not require to be fed nor clothed. This wonderful guide is called a compass, which is round like a watch, with figures on the dial and a long needle across it moving on a pivot, possessing the peculiar property to point always in a northern direction alone. By this aid, sailors are capable to understand in what direction a ship is moving and ought to be steered. If it were not for this invention, there would be very few ships in existence, and then what great disadvantage would result to merchandise; there would also be very limited intercourse with other nations. In fact, the prosperity of a nation is, in a great measure, due to this invention alone. Again, I will cite another instance from which you will undoubtedly infer that the English nation are really a scientific people. The officers in a vessel easily calculate by the aid of another curious instrument what distance the ship has run from a certain place, and what distance they have yet to run



to make the next station or port. This process of reckoning miles was daily observed by the officers in our ship, and the duty of making known to the passengers this piece of information, involved upon the chief officers who stated all the particulars connected in a paper at noon every day, and had it suspended in a most conspicuous place on the staircase leading to the saloon.

As the sea went down and the rocking subsided, my lady acquaintances again made their appearance and talked of the past heavy weather and our fortunate escape. Now ~~that the~~ weather was calm, we now steamed at the rate of 10 knots an hour, which means that the speed of the vessel was 10 miles each hour. This is ascertained by means of throwing the long line into the water on which there are a certain number of knots made ; the number of knots which are counted in half of a minute, shows the number of miles the vessel sails or steams in an hour. Undoubtedly, this is an ingenious method of reckoning miles in the absence of mile stones. Impatient to get once again on land, after being on water for 9 days and 12 hours, at the sight of land, all the passengers cheered "land ! land," at 1 P. M. on the 2nd of August.

It is not at all strange that people who have been on the sea for the first time, should be merry at the sight of land, which seemed to be nothing but a vast sheet of cloud when first visible. At last by 5 P. M. we reached the port of Aden, situated in the entrance to the Red Sea, and there the

vessel was anchored. The distance from Galle to

## ADEN

is 2,134 miles. Now, the African 'water ducks' came in swarms and infested our vessel, crying with a peculiar clamorous noise, with the object apparently to draw the attention of the passengers towards them. They came seated in peculiarly constructed boats of a very small size, affording room only to a single person who, with a small paddle only in the hand, moved about with great rapidity. The name 'water ducks' is applied appropriately by the Europeans, for these African boys well deserved that name, owing to their cleverness in swimming and diving. Their cleverness does not rest here alone. They are even so clever as to dive in water and pick out the smallest silver coin, for example, a two anna piece, when thrown into the water as far as possible. This amused us all a good deal, and we were never tired of witnessing these sports.

A bazaar was opened on the deck by these men and boys, offering for sale the 'white coral' and the shells for which this town is famous. These 'water ducks' are of a very dark color, have curly hair and thick lips and a very flat broad nose. Their language is a low kind of Arabic or Nubian. To one that had not seen such people before of this type, terrible they looked, and it was for this reason that we hesitated to go on shore. It was only upon the assurance of the Captain that they are harmless people that we dared to go, so that subsequently we landed and

visited three or four shops and made a few purchases. The shop-keepers are chiefly the Zorastrians (Parsees) of Bombay, who are shrewd merchants and make good profits out here. The native part of the town is in the interior, but we were very nervous to attempt to go there. We were content with few hours' stay on land, after which we returned to our vessel.

I should have before this noticed what I am now going to say here, but owing to the thought of my parents left behind, and the sorrow with which I was enveloped, I had forgotten to mention this in the preceding pages. The Deputy Agent at the sight of a P. and O. Steamer rows off along side the steamer in his boat with the Company's flag flying at the helm or stern, steps in and attends to his official business. Then again the Port Surgeon, appointed by the Government, I think, comes on board the vessel and ascertains from the ship doctor if any deaths have occurred on the voyage, and if any one is suffering from any epidemic disease, and should the answer be in the affirmative, the 'Quarantine' rules are brought into force, by which it is meant that communication with land is cut off, and the vessel is ordered to put out to sea. Happily it is very rare that such an occurrence takes place in the P. and O. Company's Steamers. These Quarantine Laws are really a wise act on the part of our rulers to save thousands of lives on the shore. Now something about Aden.

This is a very hot and parched land with hot winds al-

most always blowing. The principal article of daily consumption, *water*, for human beings and animals is very scarce. It is here that all the Mussulman pilgrims from India disembark to go to Mecca, through the vast deserts by caravans or on camels, to visit the shrine of Mahomet their prophet.

The following extract is culled from a book and would serve to furnish some accounts of the late attack on Aden.

“A vessel, with the British flag, was captured and plundered by the Arabs under the chief of Aden. The chief refused either to punish the plunderers, or restore the property, or its value. A British commander was sent to make a formal demand of the property. The Chief refused to make restitution, and the commander threatened the town of Aden with an attack. This frightened the Chief and he yielded; but soon after declined implementing his engagement. The result was an attack by the English, when the town and fortress of Aden were carried and finally became a portion of the British empire, and now one of her steam navigation stations for the Indian trade.” The above gives the readers an idea how and by what means the English took possession of the town.

We set sail for Suez on the morning of 3rd August at 10 after our breakfast. We had already crossed the Bay of Bengal and the Arabian Sea and had now entered the Red Sea. The sight on the Red Sea is very pretty, for one can

the land on both sides. The land flanking on the right side is the Arabian coast and on the left African. The land on both was visible to the naked eye all the way to Suez. The heat in the Red Sea is very unbearable, but the sea was quite calm and smooth, looking like a vast mirror. During our voyage in this sea, ice was supplied at tiffin time to all the passengers to cool the body.

The origin of the name 'Red Sea' is due to certain allusion in the Christian Book (Bible), and although I am not aware in which part it is mentioned, I am necessitated sometimes to write on Christian subjects, though I may be rebuked by my community. Sensible persons, however, advocate that it is allowable to speak on all topics, and so upon the face of this, I am not in the wrong.

The Red Sea is strewn with small mountains, jutting out above the level of the sea; it is also interspersed with light-houses to warn the vessels plying to and fro, from running aground on the numerous shoals that abound in it. These light-houses were lit only at night time, and in the day time a flag was kept flying at on sight of a ship till it is passed clear of danger.

I was not aware before having travelled, that mountains are found and formed in the sea, much more to be visible to the sight, but it is nevertheless quite true, and this calls to my memory the passage in the *Ramayana*, wherein it is asserted that mountain *Minaka* sought refuge in the sea, requesting *Samudra* (Neptune) for admittance, when *Indra* was

cutting off the wings of the mountains for their destructive pleasure and pastime and in smashing and ruining villages, &c., perhaps what I saw was the debris of *Minaka*, at least, I thought so.

All was going on well when all of a sudden a shocking report was spread that the ship was on fire by the crew, and the stewards who were hastily moving here and there in all directions exclaiming 'fire!' 'fire!!' while a bell was ringing.

Oh! we thought we were done for and so cursed our stars. We concluded our lives would end here and therefore prepared either to perish in the unfathomable sea, or to rescue our lives by getting into the life boats which were suspended along the side of the 'cursed' ship. It was only, at this juncture that, I learned the use of these life boats. In a melancholy way we walked past the saloon and went over the deck, but to my astonishment, I observed that my fellow-passengers were reading, others were wondering at the way in which the crew were pumping water, and others again appeared to be quite jolly. I could not account why they should be otherwise than we were. We were very foolish to have been in such a fret a few minutes before, as the bell in question indicated 'alarm fire bell' which meant 'mockfire.' It is purposely done to drill the crew so that each may understand his allotted work in case an actual fire should break out at any time. This piece of information we owe to a lady and the Captain so that our fears were soon allayed.

Having now been on sea more than a fortnight, we were quite reconciled to our sea-life, and were proud of our voyage in the Red Sea, owing to the stillness of the water which was without a ripple. At last we approached Suez and there our vessel was anchored on the 9th August, so it took us nearly six days to reach this station which is a distance of 1308 miles from Aden.

### SUEZ.

This town, in which there are very dry and hot winds always, is far off from the docks where the vessels lay, so that if we wished to see the populated part of it, we had to make up our minds to mount mules to cross the sandy road, as no kind of vehicle is to be had suitable for the purpose. We gave up the idea entirely, for we naturally abhor mule-riding.

Those of the passengers who liked to go on shore could hardly find time to enjoy that pleasure, as the steamer only stayed for a few hours in order to unload cargo and passengers, who were booked to travel by the Egyptian Railway. The docks are very imposing, and it is a pretty sight to see the great number of shipping in the harbour. At the given signal the ship got under weigh and steamed towards Alexandria, *via* the Suez Canal.

The Suez Canal is the greatest wonder of the day. Is it possible to suppose that men are capable of completing such a huge work. It is one of the seven wonders of the world, as the English would call it. When we have

an instance like this, how are we to credit that the temples of Conjeveram and Sreerungum were undertaken and finished by Davatas and not by mortals. Facts could doubtless be shewn by some writings to prove that these temples were built by mortals and not by deities. I should be very much pleased if information on this point could be given to enlighten me. The construction and completion of this Canal cost some crores of Rupees and years of hard labor, and it is a great boon for merchants, and affords the greatest facility to shippers. The originator, M. DeLesseps, will leave behind him an immortal fame for this great achievement. The length of this canal is about 80 miles, and the width varies from 60 feet and upwards. At one end of the canal is the town of Suez, and at the other end Port Said.

Our vessel moved at a very slow pace in the Canal owing to the shallowness of the water. I saw dredging machines of gigantic size placed here in order to remove the mud when it accumulates, thereby rendering navigation impossible. Unfortunately, I had not the chance of seeing them at work. The ship anchored for the night as it went aground, but without damaging the hull owing to the soft mud. When it was high water the day following, we started again. The width of the canal will not permit a ship to pass abreast of another, so that in order to allow a vessel that has already left Port Said or Suez, to pursue its undisturbed course, the canal is divided into convenient stations,



where the water spreads widely and looks like a lake. It is at these stations or locks that vessels pass each other.

Each station is connected with the other by telegraphic wires carried all along the canal, in order to communicate to the next immediate station that a ship has left, by which the master of that station is precautioned not to let any other pass till the arrival of *that* particular vessel. This is a very nice plan and prevents many an accident.

I was quite astonished to notice a plain sandy desert all around me. I could not account this, but the conversation I had with my fellow-passengers enlightened me as to its history. Abundant information was cited from the Bible, referring to the King Pharoah, the Israelites, and Moses, their leader, and all that was said concerning it agreed well with the scenery before us. The steamer resumed its usual speed after we had passed Port Said on the 11th. Our canal journey therefore took two full days.

### PORT SAID.

As we were passing this port, we glanced at the shipping in the harbour, which consisted of foreign steam vessels, distinguished by their different colors flying at the mast-head. All of us were collected on the deck to see our vessel enter into the Mediterranean Sea, which was quiet and calm. Till evening every one was engaged in watching the *tamasha* made by the fish in the sea, which were leaping and springing very high out of the water. We enjoyed a good night's rest, for we were glad that we had completed

half our journey, and that at day break we would be at  
• ALEXANDRIA.

The next morning (12th) we entered the harbour, and there our vessel was anchored. In the Mediterranean Sea, the light-houses of Damietta and Rosetta were visible to us, and a few hours before our ship was anchored, the light-house of this town too was noticed by us with great joy. Innumerable ships and steamers, belonging to England, Turkey, Austria, and other countries, were anchored in the harbour, and they presented a very lively appearance; the masts looked like a forest. The number of Turkish vessels counted the most. When I questioned why the ships were so gaily dressed, I learnt that it was in honor of the family of the Viceroy's arrival.

This day we had to leave this reconciled 'home' and proceeded on our journey in the steamer *Pera*, but we did not like to be transhipped, for all the officers were known to us, and the matter of new acquaintances on board the *Pera* was not pleasing to my mind.

Several invalid passengers and ladies proceeded in this steamer, unmindful of a week's detention at Alexandria. Considering the number of days we had to stop at this station, we resolved to suit our own convenience and to go on shore, to break the dull monotonous life we had led on the water; so we went ashore the next day.

On landing, we drove about the town and saw the various buildings and places of interest, and returned to

our 'home' quite content. The boat rowers are all Arabs and understand some little English.

On the 14th, the Viceroy and his personal staff had arrived, and honor was shown him by hoisting flags at all mast-heads, the vessels were also decorated with flags, while we were enveloped in smoke by the discharge of guns on board the Turkish vessels and on land. It was a grand spectacle to witness him leave the vessel, and as he landed, the Turkish Regiments in waiting fired their muskets; these added with guns almost deafened us, as would the chariot of Arjoona which rattles, it is said.

Towards evening on the 15th, the whole town was in a blaze, caused by grand illuminations, calling to my mind similar tamashas we had observed at Madras at the time of the Duke of Edinburgh's advent. The fire-works on this occasion far excelled the pyrotechnic displays at Crystal Palace as our fellow-passengers (English-people) remarked. I could not at this time form an opinion till I had the good luck to see a grand display subsequently at the Crystal Palace, London.

While we were here, an Arab Dragoman cheated us considerably, but it was a lesson for us to know how to deal with guides hereafter. All the days we were here, the weather was very agreeable, both at nights and day time. The town is sprinkled all over with different races of people, such as the Jews, the French, the Maltese, the Italians and the Arabs, the latter are the only excitable

race. The day before leaving this town for Malta, we went and saw Pompey's Pillar, Cleopatra's Needles, the Catacombs and the River Nile. The following account of them will, perhaps be interesting :—

*'Pompey's Pillar'*—"The height has been estimated at 117 feet, but appears, by more careful measurements, not to exceed 94 or 95 feet."

*'Cleopatra's Needles.'*—"Their height, which is equal, is said to be 58 feet 6 inches, and the breadth of each side of their base 7 feet. They are composed each of a single block of granite and entirely covered with hieroglyphics. One of these was lately brought to London. The Sarcophagus or coffin of the founder was brought from Alexandria to England by Dr. Clarke, and is now deposited in the Museum of Cambridge.

*'Catacombs.'*—"They begin at the extremity of the old city and extend along the coast; they consist of small sepulchral grottos cut in the rock, which is a soft calcareous substance; the interior of the galleries is plastered with mortar, difficult to break, each cavity contained three coffins filed on top of each other.

*River Nile.*—The name of this river is doubtless familiar in every household, owing to the interest in it, which has arisen after the death of the immortal Dr. Livingstone, who left home, relatives and friends some years back to explore its source. Mr. Stanley, the discoverer of Dr. Livingstone, is no less famous for the information he fur-

nished to the Queen, her Ministers, and the world at large of the whereabouts of the learned and courageous doctor. The identification of the Doctor, the credentials he placed before the public, and the private incidents connected with the affair, all proved the discovery was made of the real man, and this won for him all the honor due to his noble achievement. Her Gracious Majesty the Queen, our Sovereign, has expressed her great pleasure at the success of his expedition in the shape of presenting him with a gold watch, after honouring him with a seat at her Royal table in the year 1872. If India ever should produce a second Livingstone, doubtless, we should be proud.

The weather was agreeable all along to Malta, and the sea was smooth and calm. Our vessel anchored in the splendid harbour of

#### MALTA,

on the 23rd, at 2-45 P. M. The fact that all the crews in boats were Europeans, and that the people were composed of Europeans on the shore, easily impressed one to believe that this is European land. This island is noted for the lace which European ladies use much on their dresses. Intending purchasers found a large assortment to choose from on the deck of the steamer, for, as I have already mentioned, a bazaar on a small scale is opened on the main deck by merchants from the shore. The different hotel-keepers, representatives or managers, had collected on the deck, and were circulating their cards to such passengers

as wished to go ashore. Our boat was ready, and we rowed ashore in three or four minutes. With the utmost wearisomeness and constantly halting we ascended the flight of steps reaching the high ground. We got into our coach procured by our guide, and drove about the place and visited the Cathedral and Government House. In the latter place we saw many striking things, and amongst the many I include a piece of the hull of the vessel in which Lord Nelson fought, bearing the shot marks. We took our luncheon in a hotel which we carried with us and made few purchases in the shops, and delayed to go to our ship till the coaling was finished, which was not until evening.

“Malta is an island of the Mediterranean, nearly opposite to the south angle of Sicily. Its length is about 17 miles, its greatest breadth 10, its circumference 50, its distance from Sicily about 50. Its coast is in general steep and rugged. It is well fortified throughout. Indigo and saffron are cultivated, as also cotton, which has been exported to a great amount. The climate is healthy. In 1798 Malta surrendered to Buonaparte (French Emperor) and received a French garrison. Being afterwards blockaded by a British squadron, it was forced to surrender, through famine, in 1800; and by the treaty of Paris in 1814, was confirmed to Britain.”

At 8-45 A. M. we took our departure for Gibraltar, and our voyage was pleasant till we reached this naval station. We met several ships and steamers, and when we were a

day's journey from Gibraltar, we noticed the African and Spanish coast on both sides of us.

### GIBRALTAR.

On the 27th we reached this station in the afternoon. The houses here are nicely situated on the rock and appear as if they were built one over the other. We did not go ashore, as the steamer halted for a few hours only and soon started for Southampton in England. At 8 p. m. the lights on shore, looked like the twinkling of the stars.

“Gibraltar consists of a great rocky mountain, running from north to south, about three miles in length, from half a mile to three-fourths in width, and from 1,200 to 1,400 feet in height. The importance of Gibraltar arises chiefly from its bay, which is of great extent (nine miles long and five miles broad), and forms a convenient naval station.”

We now entered the Atlantic Ocean, keeping close to the land of Portugal, and two days after we were in the Bay of Biscay, of which I have heard people say that the Bay is always rough and that ships roll much. As I anticipated I was sick, though not much, and the cure was by staying a whole day on the deck inhaling the fresh breeze. Here we saw lots of steamers and ships plying in all directions, perhaps every three or four minutes, three or more at a time.

Every face beamed with joy, for the journey was almost at an end. We offered our thanksgivings by prayers to

the Almighty in bringing us safe to the land. It was a rainy and cloudy day when we sighted land, which appeared in 'verdure clad' and indicated the nature of the climate. The land I am alluding to is the Isle of Wight, where Her Majesty the Queen generally spends a portion of the year. While we were steaming up the river Itchin or Southampton water, we learnt that a few English and Indian friends, viz., Messrs. P. Vencatakristnamah Naidu and P. Ruthnavaloo Chetty, were waiting to receive us, for which we were very thankful.

We went below to our cabin and saw our things packed by the steward, and instructed him to deliver our luggage to our agents. Everybody seemed likewise busy, and we were extremely happy that we were at our journey's end, which was reached on the first day of September 1873 at 6 p. m. Being impatient not to stay any longer in the floating home, we took leave of the captain, doctor and others, and landed safely, taking up our quarters with our friends in the Southampton Hotel.

### SOUTHAMPTON.

This is a mail packet station. Everywhere we saw Englishmen and women, and we were amidst them. I was quite stupified while crossing the Custom yard and the tramway crossing, to reach our coach. Everybody in the yard was very busy, and those of the pedestrians that were moving about took me for some extraordinary human being, apparently on account of my national cos-



tume. We got into our coaches and found our way to the hotel. This was the first occasion on which I ever saw in my life such a splendid hotel. We ascended several steps, up many stories, and at last stepped into our room. Some of the palaces of our Indian Princes cannot equal these hotels. The rooms and dining halls are furnished tastefully and grandly, and it is impossible to expect any one could ever complain of the accommodation or irregularity.

When I wanted the servant of my room I was asked to touch a small ivory knob on the wall, and when I asked how it could call the servant, I was told that it was an electric communication. The simple touch of an occupier of a room causes a bell to be rung by electricity in the servant's compartment, showing also the number of the room, when instantly the servants make his or her appearance. When I really required the servant, I touched the ivory piece, and in a few seconds somebody tapped at the door, and it happened to be the woman who attended to my requirements, and whose manners were very agreeable and beyond question. Almost all the servants engaged in this hotel are females, and they are much more clever at their work than males, at least as far as I have seen and judged. A waiter now came, standing at a respectful distance, and intimated to us that dinner was ready. After staying a short time in this hotel we prepared ourselves to proceed by rail to London, the "city of smoke," as it is called by some English people.

The hotel and the station are in the same large premises, and at this station it was striking to note that females issue tickets and do the greater part of the official business. About this singularity I will say more elsewhere.

We paid for our tickets and got with our friends into a first class coupe and proceeded on to the Waterloo station in London, arriving at about 10-30 p. m. the same day. Having proceeded thus far, I will pause and introduce the reader to the third chapter.

## CHAPTER III.

### ARRIVAL IN LONDON—THE FAIRY LAND.

GAS LIGHTS—HOTELS—NOISE IN THE STREETS—HOTEL CHARGES  
—DRIVE THROUGH THE STREETS—SHOPS—HOUSEKEEPING  
IN LONDON—HOME SUPPLIES—WAGES OF SERVANTS—  
BELLS AND RAPS—PHYSICAL EXERCISE—DUTIES OF ENG-  
LISH SERVANTS—LONDON COURTESIES—LODGINGS.

As we were nearing Waterloo Station we crossed several bridges, and directing my view towards the innumerable turrets and high houses, the whole town seemed to be in a blaze, the cause being attributable to gas-lights with which the streets are lighted, as I afterwards learnt to be the case. We left our train and engaged cabs, drove through several streets, arriving at last at the Hazels Exeter Hotel, in the Strand. The brilliant lights even surpassed a bright moonlight night, and the countless people of both sexes walking up and down added fresh impulse to the spectacle, and realized, to a certain extent, the true meaning of the word "Fairy-land."

The fact of the city being so brilliantly lighted upset all my ideas, inasmuch as when we arrived the town should have been dead silent, for the hour was late. We took up our temporary abode at this hotel, which was recommended by our friends, who saw us all right and took leave of us for

the present. It would have been remarkable if I had not paid attention to my servants' comfort in this strange and foreign land. However, I escaped from the imputation of neglect by inquiring of the maid how and what had become of them? And it was pleasing to hear from her that a room had been allotted to them fitted up with three cots. What! cots for servants; an unusual usage indeed! It was this that struck my fancy. The contrast between Indian servants sleeping on the floor and European servants on cots, is due more to the climate than anything else, which conclusion I arrived at after a few minutes' reflection. The comforts my servant were provided with were well recompensed by paying a heavy bill for them when we left this hotel. Our servants were of no use, to speak the truth, except my ayah, for the hotel provided a maid to wait upon us who found everything for us, and whose manners were very agreeable.

The rattling noise of the vehicles plying up and down the street, and the bustle of the people outside drew my attention, and I was not a little amazed to witness the conglomeration of everything. For a new comer to this land, the brain will never be at rest, and it has been the case with me, and no wonder then that I should desire to be informed of the rare spectacle outside, which, on questioning, I learnt to be a daily occurrence. There must be some cause attributable for an occurrence like the one in question on a festive occasion in any clime, but here it taxed my brains

to find out the cause why the traffic and crowds of people should ply and move about daily and hourly. With such mental engagement I retired to sleep. Ere I awoke in the morning I solved the question, and I came to the conclusion that London ought to be the busy and commercial centre of the world, and this was confirmed by a single glance at that veteran newspaper, the *London Times*, left on our drawing-room table.

I was not desirous of staying in the hotel, and expressed my wish to my husband to take a whole house in a good locality, and before he could find one, we changed our abode to the 'Golden Cross' Hotel. Having intimated this change to the owners of the 'Haxells,' they submitted a very heavy bill for payment, certainly taking advantage of foreigners. We could have well prevented such an imposition if we had but ascertained previously the proper charge. However this precedent served us afterwards in good stead, and we determined not to be duped thenceforward. At last we removed to the 'Golden Cross,' which is superior to the other hotel. Here unquestionably we had all home comforts. Every morning all the leading newspapers were supplied to us, and these papers gave us full information in the advertisement columns in what parts of the city houses were available. These were the best guides we could consult, and at last we engaged a house in Brompton.

While in the hotel, for the first time, we drove about the city, passing through different streets and squares, and it

would fill pages if I should describe the lofty palatial buildings, some with escutcheons attached, the traffic, people in swarms, especially in the east centre, which is otherwise called the *City*, the shops in the West End with their articles exhibited behind glass doors to the public, and many other similar wonders. I concluded that the West End of London is what the Adyar and Nungumbakum are to the dominant race at Madras.

One like me, a bird out of the cage, could walk or drive from morn to eve without fatigue and forgetful of hunger, in order to see the wonders of this place and the advantages of this land. The shops are kept open till a late hour in the evening, with gas-lights burning outside in different styles at the expense of the owners. This, coupled with the Corporation lights everywhere, formed a really beautiful sight. It occurred to me that the expenses incurred and privations endured had been sufficiently repaid by what I saw, though I had yet to see more of this and other cities.

HOUSE-KEEPING IN LONDON.—A few days after we shifted to our new residence in Brompton, which was a pretty neat house, well furnished and four stories high, and the whole premises were at our disposal. We settled here and found the owner of the house, a lady, to be a kind and good woman, who always took an interest to teach our servants how to make use of the fire place and lean cooking utensils. We were quite disgusted at their

work, and consequently had to engage a general maid to superintend the work done by them and dust the furniture. If we had not engaged the maid, the landlady would surely have claimed very heavy damages; however, the maid was the cause of warding off such a misfortune. Our servants were perfectly useless except the cook.

We had tradesmen to supply our home requirements, and if this practise had not existed in England, assuredly our servants would have been burdensome to us. The tradesmen are, the butcher, dairyman, grocer, baker, green-grocer, &c., and in what perfection these do their respective work I shall now attempt to describe.

To begin with the butcher. He executes his previous day's order neatly and exactly, the day following; driving fast in a cart with his full load of supply, and halts at the door of the customer's house, and delivers the supply, when he presents a neatly got-up book to get the entry made, and settles his accounts either weekly or monthly.

All the rest, more or less, follow the same order, except the laundry maid, who takes dirty clothes on Mondays and brings them back on Saturdays instead of Sundays, as she strictly observes the Sabbath day.

I think the wages of laundry maids are very enormous compared with the dhobies of Madras. A month passed by, and our servants were improving, so much so, that they attended to the bells and raps from outside during the absence of the general maid. We were really proud

of their improvement at the expense of time and money spent on their lessons.

It would be curious to know what I mean by *bells* and *raps*. The following will give an idea of what they are :— Here in London, and in fact in other European cities, as I observed afterwards, the house door is always kept shut, and the visitor or servant who wishes to gain admittance into the house pulls the bell, respectively, marked thus— '*visitors*,' *servants*, and the servant in the kitchen below the ground at the warning proceeds to the door to open it ; if it chances to be a visitor's bell, the same communicates to the drawing room, and the visitors are conducted to the visiting hall instantly. Raps differ very little from bells. The inmates of a house can understand who is at the door by the number of knocks. If the rap be one it is a Policeman's sign ; if two in rapid succession it is the postman's, and any number beyond that for a visitor.

During the course of the day how pleasing it was to hear the sweet airs played either by a German band or organ grinders, or a Highland band with sword dance close to our house, and what pleasure the Punch and Judy show performance afforded us, alluding to the late Ashantee war. Such are the recreations in the public streets.

Physical exercise, which was never brought to a practical bearing while in my native land, I paid attention to, and availed myself of the opportunity of taking daily long walks in Hyde Park in company with my husband, which was



really conducive to health. When we were a little tired we sat down on the seats placed all over the Park, near the Serpentine river. Different spots in this Park are associated with the names of reputed men who died centuries back, either by duel fighting, or in some other way. Sedentary habits are so very common with us in India, but not with the people of England, and I owe my escape from sickness during my sojourn there by taking exercise.

I believe it is every Indian woman's duty to note the peculiarity of English domestic life when in England, which I have seen personally, and, therefore, I think the various kinds of work of servants in connection with it will be worth mentioning.

But before proceeding, I will say something about the wages of English servants in general, which are very high, and equal to that of a native clerk in the Government service. Men servants are seldom employed, as the majority of servants are of the feminine order, and hence the population of females is greater, perhaps something like one to five.

The different ordinary duties that daily involve upon domestic servants are as follows:—

**THE DUTIES OF HOUSEHOLD SERVANTS.**—Servants should always bear in mind the maxim, "Once well done is twice done," and moreover, should never put off performing any duty which they can execute at once; trusting to memory is always unsafe. The chief, or rather the first person on the list of household servants, is the house-keeper. On her

strictness of management rests the whole household. Her duty it is to keep all account books, and weekly present them to her mistress for inspection, receiving at the same time payment for all the bills. She directs and controls all the women servants, does all the marketing, and directs all cleaning, animal or otherwise, in most houses; she performs the duties of a cook as well as those of house-keeper, but even then she has a kitchenmaid under her, who is about the same as an ordinary cook. Next in order comes the butler, who is the head of the men servants. He has much responsibility laid on him, and must therefore be prompt and active in the performance of his duties; in his care are placed the plate and wine. He must see that the breakfast, luncheon and dinner table are properly laid; he announces dinner, always places the first dish on the table, and generally supervises the other servants. To announce visitors and hand his lady to the carriage are also his duties. The parlour maid performs the minor duties of a footman, and also at her leisure keeps the household linen in repair. The footman is required to make himself generally useful; his duties are, more or less, just according to the number of footmen employed. He cleans the plate, knives and shoes; rubs the furniture, attends to fires, goes on errands, and where no butler is kept, brings in the meals and waits at table. A cook has really the most trying duties to perform, for on her forethought, skill, and quickness of action, rests the success of her cooking. Besides cooking she is also,

where only two servants are kept, expected to clean the dining room, hall, passage steps, &c. Of course, everything relating to the cleaning of the kitchen, scullery, &c., also belong to her. She receives orders from her mistress or the housekeeper about the bill of fare daily, and takes in and keeps an account of all materials used in cookery. Cleanliness is a great proof of a good cook.

A housemaid's duties require order, method and great cleanliness, in order to be well fulfilled. She has to clean the grates, light fires, dust and polish furniture, clean the ceiling when necessary, lays the table for meals where no footman or parlour maid is kept, makes the bed, cleans and sweeps the bed-rooms and trims the bedroom lamps; she rarely waits at table, but merely puts all necessary changes of plates, &c., handy on the waggon and dumb waiter, and after having served the meal, leaves the room.

Now we come to the general servant or maid of all work, who has to perform the duties of house-maid, parlour-maid, cook and footman. She must be an early riser in order to get through her numerous duties satisfactorily, and, by dividing her work she can get through it very well. By dividing her work is meant cleaning certain rooms, &c., on certain days, so that by the end of a week, she has given each room a thorough cleaning, at least twice during that week.

The nurse, nurse-maid, lady's-maid and valet are really personal servants. They rarely or never have anything to

do with the household affairs. The nurse and nurse-maid have entire charge of the children, wash, dress and take the children out, attend to them at their meals, &c. They also have the charge of their wardrobe, which it is their duty to keep in order; to make the children's clothes is another of their duties.

A lady's maid attends to her mistress's toilet, dresses her, makes her clothes, irons her collars or fine clothes, and must always see that the lady's room is in order, and all that her mistress may require ready for her.

The valet attends to his master's toilette, but does not make his clothes; he generally shaves him and cuts his hair; he sees that water, &c., is ready for his master, and posts letters or goes on errands, and makes himself generally useful to him.

LONDON COURTESIES.—Men of various ranks have their own society to move in. London is peopled to a great extent with men of the aristocratic order. Each person, according to the average position of his rank, will therefore move in his own clique, and London is in the height of enjoyment when Parliament sits, at which time it is called the 'Season,' and I am sorry to say that we were not there at that time. During the Season, every tradesman makes the best of his calling, and every article is sold at a dear price. At other times when Parliament is closed, this city is said to be 'empty,' as all the M. P.'s leave town. The ceremony of return visits is much observed, and

forms a part of the general etiquette of persons ; knowing that, to those of the European ladies and gentlemen who called upon us, we returned their visits. Now the sight at our visitors' homes is very pretty. All the members of the family sit in company in the drawing-room, freely talking to one another, and at the tinkling of the call-bell from outside by us they received us warmly, and their inquiries were generally kind and polite. In order that a visitor may not feel dull, the clever lady pianist cheers the family circle and the visitors with her music, while a gentleman who understands the same, assists the lady by showing the pages of the music-book. I noticed this order in every house. All this was quite novel to me. When we were about to take leave of them, they offered fruit, wine, tea, and biscuits, a custom exactly equal to our *thamboolum* (Betel and Areca-nut) ceremony.

That country ought to be a really blessed one for the reason that almost the whole population of females are educated, and the results and benefits of such education we all know, and among such educated women there are certain persons who take an earnest interest in the welfare of Indians. It is worth while mentioning the names of Lady Waterlow, Miss Mary Carpenter, Mrs. Arnold, and Miss Manning and others. Some of these, to bring the two races to a close intimacy, in order to understand the real wants and discomforts in the Indian administration, give *soirées* and evening parties, when all mix freely, and

the Indians are introduced to ladies and gentlemen of high rank, and sometimes ladies are conducted by native friends to the coffee-room below. I must state here that, I had not the pleasure of seeing Miss Carpenter in England and what I say that she gives *soirees* to Indians, is only hearsay. It is really astounding that distinction of color and caste is not observed *there*. I bore personal recollection of such scenes, and the idea of giving *soirees* and inviting natives of this soil on those occasions is very praiseworthy.

The Lord Mayor, Sir Sydney Waterlow, and his amiable lady, we visited, on several occasions, at the Mansion House, and their united hospitality was very exemplary, and the lady took a real interest to explain *this* and *that* in the different halls of the Mansion House.

To show the unostentatious character he bears, it is worth citing that he is not too proud at all to walk in the crowded streets of the city with an umbrella in his hand, for the position and wealth he commands; and is it wrong then to believe that *Lutchmi* will not live with such a man? Many more are unassuming like the gentleman who is the Head of the city.

LODGINGS AND APARTMENTS.—Those foreigners, who usually come to London all the year round, from all parts of India, according to their means, take *apartments* or *lodgings*. Living this way is no doubt cheaper than taking a whole house, but it is only suitable to men without families and students.

This way of living is cheap, because the landlady supplies the lodger with all the necessary eatables and allows even a maid to wait upon the lodger; he is therefore perfectly free from domestic cares except in paying her weekly bill. But one thing a foreigner should attend to; he ought to be cautious in choosing a place which is abundantly notified in the newspapers. What I mean by this is, that if a foreigner engages low lodgings, he will not *cape, for once at least,* being cheated by the owners of such apartments to 'let.' I believe this is quite enough; and so I shall begin with London wonders.

## CHAPTER IV.

### LONDON WONDERS.

THE THAMES TUNNEL, SIR I. BRÜNEL, ENGLISH CHANNEL—UNDER-GROUND RAILWAYS, DOUBLE ROW OF LINES, SPEED, EIGHTEEN HOURS RAILWAY INCESSANT RUN, SEASON TICKETS—LONDON POLICE, STRENGTH OF THE FORCE, POLICEMAN'S COURTESY, SERVANT GOING ASTRAY, PRINCE OF WALES WORKING A FIRE ENGINE, POLICE FORCE ON THE RIVER THAMES, THE MAGISTRATES—THE FIRE BRIGADE, RECKLESS SPEED OF ENGINES, WORKING SYSTEM AT THE HOUSE 'ON FIRE,' THE SHAH OF PERSIA'S WONDER AT THE "WORKING" EXPERIMENTAL SHOW OF THE ENGINES—THE WONDERFUL CRYSTAL PALACE, QUERY BY FRIENDS, VARIOUS AMUSEMENTS, THE QUEEN BEE, GARDEN PLEASURES, PYROTECHNICAL DISPLAYS, FARE TO THE CRYSTAL PALACE—MADAME TUSSAUD'S WAX-WORK EXHIBITION, LIST OF WAX MODELS, THE NANA OF 1857, MAYAH'S SABHA—THE TRADE, DOCKS, THE ROYAL EXCHANGE—THE NEWSPAPERS, THEIR CIRCULATION, DIFFUSION OF KNOWLEDGE—CLAPHAM JUNCTION—A LIST OF PUBLIC STATUES, PUBLIC BENEVOLENCE.

THE THAMES TUNNEL.—To this underground hole we drove, which is situated between the *Eastern Docks* and *Southwark Park*, E. C. Having descended innumerable steps, we set our feet on the bed of the tunnel, where steam carriages run. The length of this dark hole extends over 1,200 feet, from *Wapping* to *Rotherhithe*,



and the projector of this gigantic work was the late Sir I. Brunel. The work was undertaken in 1825 and opened to the public in the year 1843. The curiosity of this tunnel is that the River Thames flows right above it, filled with the shipping, and hence it bears the name after the river. Not content with this invention, the Englishmen yet cherish the hope of completing one other great object, which is the connecting of France with England by a tunnel underneath the English Channel—a sea that lies between the two countries. This reflects great credit upon their successful ingenious undertakings.

THE UNDERGROUND RAILWAYS.—On a few occasions I, in company with my husband and my ayah, travelled in these carriages from Kensington to the Mansion House and Moorgate stations. These trains run *under* the ground with buildings and roads right above. The cause of these our trips was a curiosity. The line is laid with a double row of rails for up and down trains to run. These trains run at a rapid rate in this dark hole or passage. In consequence of the way being dark, the carriages are all lit with gas-lights, and besides the carriages give very excellent accommodation to passengers unlike our Madras Railway Company's. The trains belonging to this Company run from 6 in the morning till 12 in the night. The majority of all the busy men in the suburbs find their way to the city in these carriages at a little cost, which is cheaper than engaging a cab or omnibus. Saving is also shown

by the Company by issuing season tickets for passengers, which allows them to travel as many times they wish in the course of a day.

THE LONDON POLICE.—To this Police, Londoners owe their undisturbed tranquillity of mind and safety of property, where robbery is carried on on an extensive scale with skillful contrivance and success. The number of the constables serving in the Metropolitan and City police forces amounts to nearly 8,000, and these constables carry out their given orders in an impartial manner, be it a lord or a mendicant, which is not the case in India, and hence the public impression that the London Police force is the best in the whole world, is very true. The characteristics of these men are that they are invariably kind to foreigners and to their own race too. When a foreigner goes astray from his way, the Policeman on duty is the best guide he can apply to. To wit, our man servant, in the hope of visiting his companions at Brixton, left our home on a certain day, and the maze-like streets confounded him, and so he wended his way quite in another direction, and the foolish servant was soon taken notice of by a Policeman on duty, who put him a few questions in English, which puzzled him much, shedding tears at his fate. The servant did not know the language except *yes* and *no*. The Policeman instantly put him in a cab and drove him to the Asiatic Home, where he was taken care of for three weeks till our proper address was found out. The Police could not have traced our

address if we had not lodged a complaint on the second day about the missing man.

At night these constables are very attentive to their work ; and in case fire should break out anywhere, they instantly communicate the same by electric telegraph to the Fire Brigade Office, and the men attached to it hurry to the spot in a few seconds with the necessary machines and fire escapes to put out the fire and rescue lives. It appears on certain occasions H. R. H. the Prince of Wales worked with the men of the *Fire Brigade*. What actuated the royal personage to work with the men? Sympathy and brotherly feeling towards his loyal subjects. This is very exemplary to other princes, who may suppose it *mean* on the part of the Prince.

A Police force is stationed on the River Thames here and there to watch the traffic. I must say that the river is crowded with steam boats carrying passengers for a small fare, plying up and down the river to different suburbs of London. These forces are not only kept to charge offenders before a Magistrate, but also to prevent people throwing themselves into the river below from that famous bridge reputed for committing suicides. The city of London boasts of many magisterial benches where the Lord Mayor for the year, Aldermen and other stipendiary Magistrates sit to dispose of cases. This will, I am sure, give an idea of what the London Police is.

**THE FIRE BRIGADE.**—At convenient stations in the city

of London several engines and horses are stationed to answer the purpose of fire accidents. The engines, at the report 'fire,' are started off to the place of accident at a moment's notice at a reckless speed, when coaches and other public vehicles that pass on the road make room for the engine to have its uninterrupted course, and should accidents occur on the way, it is reported to one that notice will not be taken, or that the driver will not be charged for rash driving.

Be this as it may, the working of those people is that they ascend to the top of the house 'on fire' by means of ladders, peculiarly constructed for the purpose, wearing a network like iron dress to rescue human lives, and if there are any such persons, they are instantly packed in a sack and slid to the ground in the groove of an iron ladder well suited for the purpose. The contrivance is so good that it does not injure a person found in the flames the least. The Fire Brigade's records will show innumerable instances of fire accidents in London, which is a very common occurrence. The utility of the Fire Brigade aroused the curiosity of the Shah of Persia when he visited England in 1873, and the Board took an interest to show to the Shah the working system of the men at the time of actual fire, and the same after having been performed, it amazed him to the utmost, perhaps from the mere fact that many lives would be saved by these contrivances.

THE WONDERFUL CRYSTAL PALACE.—The very word 'crystal' carries its real meaning in English, and it is to this place all pleasure-seekers resort, and every foreigner is questioned when met by an English acquaintance or a friend, 'Have you been to the Crystal Palace?' as that is the place worth seeing in London by one who had not been there before. Pleasure can be derived from morning till a late hour in the evening, and those that spend a whole day here, can obtain rich food on payment of a few shillings. In this glass building a visitor will find at one corner a museum, at the second a picture gallery, at the third busts, and at the fourth a concert hall, and so on. We did not fail to go to the 'Bee Show-room,' and it was very interesting to hear a young man in charge of this recite the history of these bees headed by one of its own species called the 'Queen Bee.' We got admission on payment of a small fee. What are the pleasures outside the building? The garden, with its nicely arranged walks, is replote with various kinds of shrubs and tastefully cropped flower beds. It is also a pretty sight to find all around green with garden seats provided for the people who sit long after a wearisome walk. Again, the beautiful fountains that play and the artificial tanks invite the attention of the visitor, to say as it were, that they are not behind hand at being wonderful.

This palace is also much noted for its pyrotechnical displays as I have already observed. I witnessed on two



**CRYSTAL PALACE, SYDENHAM.**

*Length 1,900 ft. Width 400 ft. Centre Transept 178 ft. high. The end Transepts 108 ft. high. The Towers 235 ft. high.*



occasions the wonderful displays of fire-works here; and was able to compare them with what I saw at Alexandria, and the remarks pronounced by the European passengers then, are inconsistent in the supposition that owing to their long stay abroad they were constrained to draw such hasty conclusions.

The entrance fee to the *Crystal Palace* and the first class railway fare from Victoria Station is very little for the recreation one enjoys there. I was informed that seven thousand or more visitors repair to this glass house daily; and consequently special trains run every half an hour. On all and at each occasion we were there we saw something to admire and something novel. A Londoner might go daily, and I am quite positive even he would never suppose the trip a vain one. Before I finish with this I shall add that a large number of bazaars or shops are presided over by ladies only, who rapidly sell to the visitors the various articles exhibited outside, and we stood for some time admiring their expert way of quoting prices and selling off their goods.

**MADAME TUSSAUD'S WAX WORK EXHIBITION.** — This name is taken after the founder, and it will be interesting to learn her career of life for having risen to such an eminence and note. Madame Tussaud won unfathomable fame as the best lady artist both at English and French courts, and her extraordinary talent won her the prize for worked wax models from photographs of both the dead and living



famous personages who were known to the world. Her success in this undertaking was so good and patronage unbounded that she opened a museum after her own name as I said before, and breathed her last in 1850, leaving her sons to inherit the business; and to such a place we went on payment of a shilling for each person.

*Maya* or *Mayoodoo* no doubt created a 'Sabha' in bygone times, and this one is another 'Sabha' of that talented lady, Madame Tussaud. It is questionable why I make this comparison? We all know how *Duriothana* was put to shame by *Darmarajoo* at the sabha created by *Mayoodoo*, which fact is recorded in our sacred writing, the *Mahabharatta*, and similarly the creation of wax models by this lady artist tends to deceive visitors at this place in taking the models for real mortals and *vice versa*. On several occasions when I spent three or four hours there, wondering at the objects, I took for real human beings the wax models which are clad and jewelled richly, and often gave them room to pass on and similarly neared the visitors who stood motionless wondering and admiring them, taking them for wax models; such fun we had here, and is it wrong then to say that this allusion is not appropriate? The show-rooms are divided into a large room, Hall of Sovereigns, late Napoleon's room, and the Chamber of Horrors, &c.

In the large room I noticed the following list of important personages. The Queen, H. R. H. the Prince and

Princess of Wales, Marshal MacMahon, M. Thiers, Marshal Bazaine (the three last are known for their military skill in the late Franco-German War), Anne Boleyn (the fate of this unfortunate Queen will be noticed in the succeeding pages, the fate of whom I was informed when at Windsor Castle), Wolsey, Lord Byron, Charles Dickens, the immortal Shakespeare, Henry the VIII, the cruel husband of Anne Boleyn, and a reputed King for polygamy, Lord Macaulay, Earl of Mayo (our late Governor-General who fell a victim to a wretched Mahomedan's weapon at the Andaman Islands), Sir Walter Scott, Prince Albert (our Queen's husband), Mary Queen of Scots, Dr. Livingstone, Mr. H. Stanley (of these two I have already made mention), Omar Pacha (a reputed personage in the Crimean War), 'Tich' or the 'Claimant,' now Arthur Orton (whose avarice and fate you will note as you go on), Chaucer, Queen Elizabeth, Lady Jane Grey, the Duke of Edinburgh, Gladstone, Disraeli, Lord Lawrence, the Duke of Cambridge, the Shah of Persia, and several others. In the Hall of Sovereigns below I noticed : Oliver Cromwell, Charles II, Queen Anne ; and to be brief the hall contains the English and French Courts wherein all the living and dead sovereigns' models, richly dressed and jewelled, are arranged. In the Napoleon Room I noticed several French soldiers and sovereigns, and also the late Emperor of France, Napoleon, lying dead on his back. The wax-corpse is much emaciated. Now I will say a few

words about the Chamber of Horrors, which is really a horror when one steps in. This represents the Cawnpore Mutiny in 1857 in India, headed by the Nana Saib or Nana Row. The illustration is so very exact that I thought I was on the battle field, and so did not stay long for fear of swooning. I cannot therefore say what I beheld in this Chamber except a glimpse I had of the Nana, whose model is placed in a sitting posture of pale dark color, with a braminical thread across his shoulder." If I had known previously that the Chamber consisted of such horrible things, I should not have dared to go. But let that pass.

This museum is kept open from 7 A. M. to 10 P. M., and the daily visitors are countless. We were able to know what was *this* and *that* by referring to a catalogue which is sold at the door for a shilling. I shall be very brief in the following subject.

**THE TRADE.**—Englishmen connect themselves with other nations by means of trade, railways and electric telegraphs, and their system of working is based on principles and the thorough understanding of commercial law. With their huge machinery in general at Manchester, Birmingham, Sheffield and other places, they make a double profit by importing raw materials from India and other countries, turning them out with a better shape and kind and by finding sale in those countries alone. To be convinced that London is the commercial world, let any body spend a

few hours at the Docks and Royal Exchange and see if he will not agree with me. It is for this reason that there are countless banks in this city, of which the Bank of England is mother-like.

THE NEWSPAPERS.—The Strand, Fleet Street, and other streets contiguous to these are noted for newspaper and printing offices in London, and here there are countless newspapers, the best and the oldest being the *London Times*, which appeared to the world on the 1st of January in the year 1788. The profits of this paper ought to be very great from the circulation it has. One can easily judge how largely this paper is read by all classes, from the fact of its being struck off as a second edition in the day. These newspaper presses possess peculiarly extraordinary power to strike off in one hour some thousands by means of steam power.

For the information and number of sheets the *Times* contains, it is sold all over England for three pence only, and is it not cheap? One can get at any hour in the day any paper either at the Railway stations or the crowded thoroughfares of the city sold by the penny-news-boys, and on certain occasions when I was driving through the streets of the city, I purchased a copy of the *Matrimonial News*, a paper that contains all kinds of funny notices, giving a full description of the person, woman or man, age, dowry, &c., that intends marrying. It is a paper that never fails to contribute pleasure and mirth by the bare perusal of the same.

The wide circulation of these papers is a proof of the wide diffusion of learning, and I noticed even cab-drivers holding papers in their hands and reading them when they had a respite from work.

I will give for the information of my readers a nearly correct list of newspapers and other periodicals published in London, and by this also the foregoing assertion that knowledge is spread widely may be determined.

Monthly publications,	about	340	.
Quarterly	do. do.	56	
Weekly	do. do.	200	;
Daily	do. do.	12	

CLAPHAM JUNCTION.—This is a junction which connects different railway lines together, and at this junction four or five trains or perhaps more meet and arrive simultaneously. The Railway servants are very attentive to their work here as far as I noticed. I noticed on the ground nothing but a net work of rails, and at night time the innumerable signal blue and red lights looked very pretty when viewed from a distance. What can I say more than this?

PUBLIC STATUES.—The martial genius and courage of one to save many a life and defend a country from pillage and eventual defeat, is well manifested by erecting a statue to perpetuate the memory of such a personage. The statesman and the sound pundit look to similar honor at the shrine of the public and the bounty of the Government.

There are others who hope to gain national honour. Well, London can boast of such distinguished men who have either subdued the Nans or have done some substantial good to the public or have won a naval battle. Londoners are ever ready to do honor to persons of this description, and it is worth while enumerating some of the statues I have often seen when driving, and the reason why they have been erected can be traced out easily by the readers. Besides the statues on the public roads, there are yet countless statues within buildings, of which I will treat hereafter in the succeeding pages.

The statues in London are as follows : King James II., Lord Canning, Charles I., King George III., King George IV., Lord Nelson, at Trafalgar Square, with four huge lions in four corners, Duke of Wellington near Hyde Park entrance, Achilles in the Hyde Park, General Napier and Major General Havelock, a military person distinguished in the Indian Mutiny ; opposite the International Exhibition there is a statue of Prince Albert, the Queen's husband, which was unfinished when we were in London, and likewise one of the Earl Mayo at Holburn, which was recently inaugurated by our once noble Governor, Lord Napier, the predecessor of Lord Hobart.

## CHAPTER V.

### LONDON WONDERS—(*Continued.*)

ST. PAUL'S CATHEDRAL, ITS COST, THE WHISPERING GALLERY, STATUES—WESTMINSTER HALL, ITS HISTORY, TRIALS THEREIN—HOUSES OF PARLIAMENT, THE LIBRARY, DIFFERENT GALLERIES—WESTMINSTER ABBEY, THE SERVICE, POET'S CORNER, SUNDAY OBSERVANCES—TOWER OF LONDON, ITS FORMER USE, EFFIGIES OF FORMER SOVEREIGNS, THE STATE JEWELS, THOSE WHO SUFFERED IN THE TOWER—GASLIGHTS—OMNIBUSES—CABS, THE KNOWLEDGE OF THE DRIVERS—POSTAL DELIVERIES, POST CARDS, SHILLING TELEGRAPH MESSAGES, POSTAL DIVISIONS—THE PARKS, SKATING, REGENT'S PARK, ST. JAMES' PARK, CHARLES I—BANK OF ENGLAND, CURIOSITIES—THAMES TRAFFIC, THE RIVER'S RISE—THEATRES, ACCOMMODATION, "MANFRED," "RICHELIEU," SHAKESPEARE'S TRAGEDIES, "FAIR ROSAMOND"—MONUMENT, FIRE OF LONDON.

ST. PAUL'S CATHEDRAL.—To our bad luck this noble house of God was under repair while we sojourned in London, and hence we had no chance of visiting it. Though we have not been there, still I may give here the information we gathered from our friends regarding this Church, which has been rung keenly into every one's ears in connection with the Thanksgiving service held in it on the 27th of February 1873, to celebrate the recovery of H. R. H. the Prince of Wales from his late serious illness.

To trace out the origin of this Church, it is impossible for me to do, but the cost, as I was informed, amounted to nearly a crore of Rupees. It is also said that the sound of the peeling of the bell in the Church travels about twenty miles all round on a clear day. This edifice is fitted with a library, and the greatest curiosities here are the geometrical staircase, which hangs without any visible support, and the whispering gallery. This name is well suited to it, for it carries a soft whisper or articulation of one's speech from one end of the building to another, the distance being one hundred feet. It is here that many reputed men who died long ago, as lawyers, statesmen, soldiers, artists and poets have been buried, while some have likewise statues. They are as follows: Lord Nelson, the Marquis Cornwallis (better known to ignorant native people in Madras as *Walees Malees*), Dr. Johnson, Sir John Moore and several others; and the total cost of the statues here amount to about thirteen lacs, which was made up by public subscription.

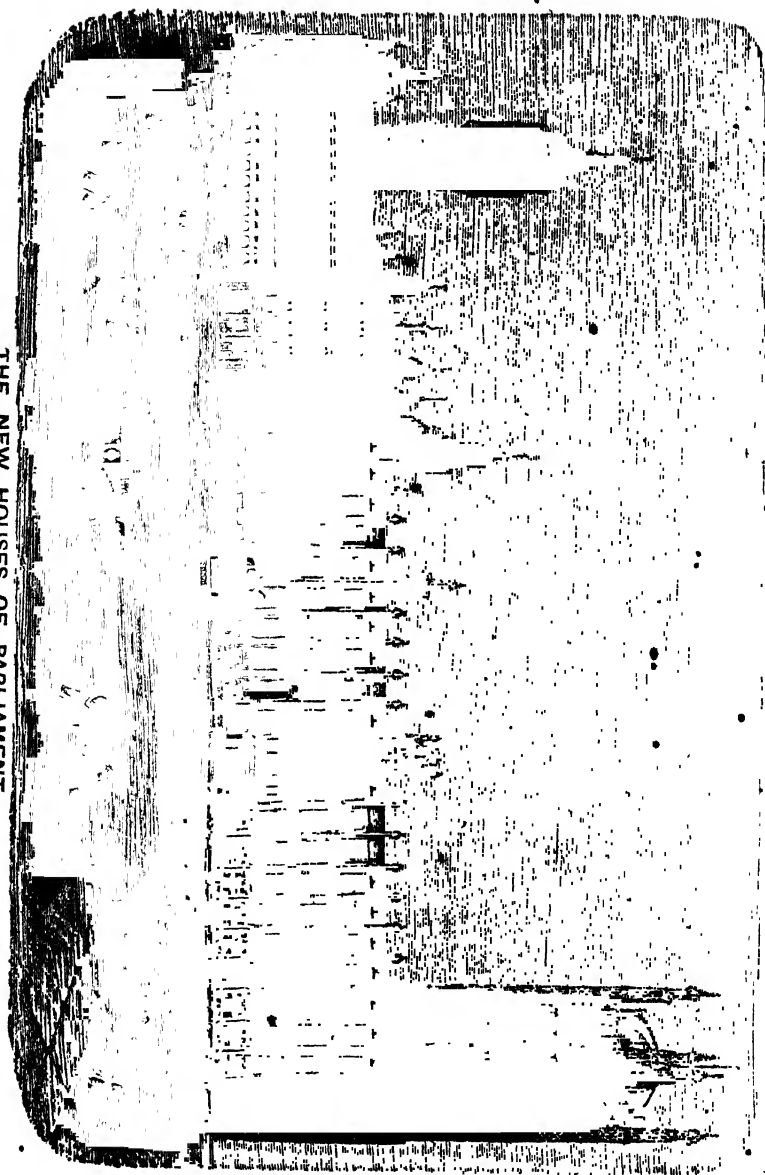
WESTMINSTER HALL.—Every English scholar will doubtless call to memory the historical eminence for which this Hall is reputed. When we were there I was informed that our first Governor-General, Warren Hastings, Lord Byron, Lord Melville and others had been tried in this Hall. The very appearance of this noble and venerable edifice seems to impress on the minds of the visitors this fact. As I have not read English History, I cannot chro-



nicle the exact dates of such trials, but as for the founder, I am informed, that King William Rufus founded it, and since his time various improvements have been made, hence the cost must have been very great. It is here that noble dispensers of justice in civil actions preside. Adjoining this are :—

**THE HOUSES OF PARLIAMENT.**—It is in this building that all the members meet and parliamentary questions are discussed during the sessions, and it is in this alone that subjects connected with India, either for weal or woe, are handled, and our fate accordingly adjusted. The building is very spacious and grand in its structure, and the various chambers are fitted with charts and volumes of books, in order that the members may refer to them before the discussion of a subject brought before Parliament. This house is divided into two parts; one is set apart for the House of Peers, and the other for the House of Commons, commonly known as the 'upper' and the 'lower' Houses. The debating hall has splendid accommodation for royal members, called the 'Royal Gallery;' another for ladies, named the 'Ladies' Gallery;' another for Newspaper reporters, styled 'the Reporters' Gallery,' and another for strangers, bearing the name of 'Strangers' Gallery,' to hear the debates. We were unfortunate in not being able to witness such a scene and the debates of learned men, for we were in London when Parliament was not sitting.

THE NEW HOUSES OF PARLIAMENT.





WESTMINSTER ABBEY.—This is another Church in London, and to this we had the pleasure of going often to hear the sermons preached in a solemn manner on Sundays, when under this roof, hundreds of people congregate. We took a pew for our use, and observed all the ceremonies common among English-people at the time of prayer, that is to say, often have we stood and sat. We were obliged to do this, though this was quite new to me; and of all the programme during the service hours the most I liked were the Psalms sung by both sexes which was thrilling to the heart, and a chillness crept over my whole frame. At other times when the organ played, the music was very pleasing to the ear, and characterized well with the object for which the people congregated. After the service was over, my attention was drawn to the building and its windows with panes of beautiful colored glass, with illustrations bearing upon the facts in the Bible. At least I was informed so. Here I saw the old and venerable looking coronation chair, and also the 'Poets' Corner, a place where the mortal remains of illustrious men of letters and others of distinguished genius lay buried. To enumerate them they are as follows:—Chaucer, Shakespeare, Milton, Johnson, Spencer, Dryden, Butler, Addison, Thomson, Goldsmith, Garrick, Sheridan, Macaulay, Isaac Newton, William Pitt, &c. All over England on Sundays the streets are quite silent, as no people or traffic move except those who go to Church, and the public

conveyances used for the purpose of taking up and setting down passengers. The shops are all shut and theatres are all closed. Such is the observance English people pay attention to on Sundays, but the French people very much differ from them, which I will describe in the succeeding pages.

THE TOWER OF LONDON.—This is replete with historical accounts, but I shall not here give the various events that have occurred in this place which were recited fluently by the warders who conducted at a time a batch of twelve visitors. But to be brief. Admission was got on payment of one shilling a head. This tower, in ancient times, was a fortress, subsequently a prison, and latterly a palace, and is divided into many towers, the most important being the ‘Bloody tower,’ ‘Bell tower,’ ‘Devereux tower,’ ‘Flint tower,’ ‘Jewel tower,’ ‘Salt tower,’ &c. We were conducted to different towers by these warders, where I saw the effigies of hosts of English sovereigns of different periods, some of equestrian style, and others in a standing position with suits of armour, showing the fashion of the periods in which they lived.

As we moved on further, I noticed the various weapons of those ages, and at this stage I felt a dislike to hear the accounts given by the warders, as they involved great atrocity. I was never under the impression that Englishmen were capable of doing such shocking deeds as were done in this tower, and hence I should suppose the



THE TOWER OF LONDON FROM TOWER HILL.



English rulers in bygone times were really barbarous in torturing the life of a culprit or a felon under the block and axe. At the end of this paragraph I will say who were the unfortunate kings and queens and princes and statesmen who suffered this kind of death.

When we stepped into the virgin Queen Elizabeth's armoury, the warder, as a mark of respect, saluted the Queen placed on the back of a horse in bronze ; after a few minutes' stay we went to see the Regalia, where the crown jewels are lodged under strict guard. We gained admission on the payment of six pence. I spent a pretty long time here wondering at the collection of the State jewels. Our Sovereigns' and Prince of Wales' Crowns are very excellent and glittering with brilliants. The ancient Sovereigns' crowns are also good, and therefore the price of those ought to be very costly.

There is also one massive gold sceptre and two more called the Royal Sceptre and the Queen's Sceptre ; and the blunt sword of mercy, and several others used at the time of the coronation of a King or Queen or at the christening of a royal infant.

The names of persons who are associated with this tower in a melancholy manner are as follows :—Sir Thomas Wyatt, Lady Jane Grey, Robert Devereux, the two sons of Edward IV., Katherine, Anne Boleyn, Cromwell, Charles I., Lord Dudley and several others. The walls of this entire edifice seem to be yet in a state of unceasing mourn-



ing, or, at least, they impress a visitor so after hearing the horrible accounts.

**GAS LIGHTS.**—The financial state of a municipal corporation in a prosperous condition in a country can only hope to have the luxury of burning gas, and this city enjoys this. In every street, road, corner, market, shop, and in every house gas is burnt. The gas jets are connected with pipes containing the gas, which are either buried or nailed in a wall or under the ground, and in every place where these lights are burnt, a gasometer is provided to test the quantity of gas used, by the authorities, to enable them to tax accordingly. I believe the rate of taxation is very moderate when compared with the expense that would otherwise be entailed if oil had to be used in its stead. I suppose one gas light is equal to ten candles' light. The greatest possible care ought to be used when lighting gas, for many buildings have taken fire, as I was informed, out of sheer carelessness, and to guard against such an accident that piece of work was allotted to my ayah, instead of to other servants.

**OMNIBUSES.**—These are public conveyances formed by various companies, and the returns must be very satisfactory, owing to the multitude of passengers who daily, hourly, and minutely travel in them. They are drawn by a pair of horses, and provide accommodation for twenty-four persons, one-half inside and the other on the roof of the conveyance. Ladies usually do not occupy the roof which

is not sheltered, owing to the peculiarity of the climate. It is astonishing to note with what zeal the occupants of the roof read their newspapers while the 'bus is moving on. The fare to travel in these conveyances is very low, and the conveyances ply in all directions from morning till midnight, in fact every minute. The vehicles are conducted by men called conductors, who communicate to the driver by means of a bell either to stop or move on, at the beckoning of passengers either to get in or get out. These men are very shrewd in their work. The safest way to avoid delay and confusion while travelling in these, or railways, or cabs, is to have copper change in a purse, and the utility of taking a purse containing gold, silver and copper about a person is very essential, especially in Europe, as we know from experience.

CABS.—These are of the hack order. The fares are very high to engage for a whole day, as the charge within a radius of one mile is one shilling and six pence, and for one hour's drive two shillings and six pence, which fact, for the information of the occupants of these cabs, is notified on tin plates and nailed in a prominent corner. The cab-drivers, one and all of them, are very clever in driving and seem to know the cricks and corners of London well. They are ready at the first call either when they are on the stand or while they move on. A foreigner that engages a cab, will undoubtedly say that they are clever and possess a thorough knowledge of the situation of

the houses to take a passenger to the right door without asking or needing information after being once told. This is capital. On two occasions when our carriage arrived late, we were compelled to engage cabs, not Hansom, when I personally experienced their efficiency in driving fast without accidents in the crowded streets of the city, and on a certain foggy day they shrieked loud at the approach of another cab or a 'bus. These hacks can be engaged at any hour, be it night or day-time. The drivers are reputed to fight for their proper fare, and engage their leisure hours by reading the newspapers.

POSTAL DELIVERIES.—Mercantile enterprises, combined with newspaper parcels, tend to increase the Post Office income to some millions in the year, and therefore the deliveries in London are very numerous. There are two great facilities afforded to the general public, the one is the postal card and the other shilling telegraph messages for twenty words all over England. From the latter fact one might ask what need there was for telegraphic messages in London itself? This medium of forwarding messages from one part to another is largely resorted to by the people, and hence it is thriving. At convenient distances there are receiving houses for tendering messages, which are under the management of women alone. In London, the buildings are mostly traversed over by telegraphic wires for this purpose, which is the design of Sir Sydney Waterlow, and London is conveniently divided into E, W,

N, S, SE, SW, EC, NW, and so on, to afford facility in delivering packets and letters in the suburbs.

**THE PARKS.**—In London there are many parks, and the largest are planted with various kinds of trees and arranged with fine long walks. Those are Hyde Park, Regent's Park, St. James' Park, the Green Park and others; each of these is characterised by a broad expanse of downy turf, besides being full of historical allusions. For instance, the Serpentine river in Hyde Park, was formed by the Queen of George II. To this lake, during the summer, thousands of people resort to enjoy a good bath, and in winter should the river be frozen, the pleasure of skating is sought after by many pleasure-seekers. Before the icy pathway is capable of bearing the burden of so many skaters, the police use their discretion in allowing them to do so, for, I was informed that a sad accident once occurred when many were buried under the ice. During the occasion of a review, this park is very grand in appearance, and in the season, all the fashionable society take exercise.

**REGENT'S PARK.**—This Park derives its name from a certain English Sovereign, and is situated on the north side of the metropolis. There is an artificial lake, over which are thrown suspension bridges. Here and there, there are promenades, and close by the park mansions and villas flank it.

**ST. JAMES' PARK.**—Various kings have taken care to improve this park, and many changes it has undergone

from time to time. This is also a spacious park, and many public buildings are situated close by it; also there is a lake with a suspension bridge. Among many historical associations connected with this park, the most striking is, that King Charles I., when he was conducted to be beheaded, passed at a slow pace in this park, holding conversation with his trustworthy servant and with the clergyman who attended upon him. His last words ought to be really very painful.

Now, I know the history of this king, because in many of the houses I went to, the picture of this king was put up in the drawing rooms, illustrating the calm state of his mind when taking leave of his dear wife, with a child in her arms, for the scaffold, and the night previous he spent, composed hours of rest in St. James' Palace, which is now used for holding public levees by the Queen and the Prince of Wales. This information I owe to my friends.

I have given a sufficient account of the parks, and therefore I shall not proceed further, except by saying that the principal park we always spent a few hours in was Hyde Park.

**THE BANK OF ENGLAND.**—This is the largest bank in the world, and is situated in the city, having immense capital. Separate rooms are allotted in order to lodge notes, sovereigns, silver and copper. The business done here is very great, from the fact that crowds of people may be seen entering and leaving the premises, at all times, in the course

of the day. The greatest wonder here is Cotton's machine for weighing sovereigns, which has a peculiarity of weighing 30,000 sovereigns in a day separately, and during this process those that are under weight are instantly clipped and thrown into a receptacle, and the correct coins are thrown on the other side; these wonderful peculiarities are done by the machine alone, and the bank is provided with seven or eight such machines. The printing process of notes is another curiosity. In all cases it is necessary to obtain an order from the Governor of the bank to inspect this, be it foreigners or Londoners. In London, banking houses and banks count about 150.

THE THAMES TRAFFIC.—The traffic on the river is quite similar to that on the road, from the fact of the immense number of steam boats that ply up and down the river every minute to Greenwich, Kew, Richmond, Gravesend, Margate and Ramsgate; and the fare is very moderate. Every steam boat carries a full load of passengers. We have often taken a river excursion to some of these places. This river takes its source or rise in Gloucestershire, and empties itself into the English Channel, passing by Windsor, Hampton Court, Richmond, Chelsea, &c.

THE THEATRES.—All classes of people in London, after a weary day's work, long for a place of recreation, and to meet their wishes there are innumerable theatrical houses, where everybody find admission according to their means. Almost all of these play-houses give accommodation

to four or five thousands people in the stalls, dress circle, boxes and gallery; with the exception of the stalls, the rest are built one over the other in the form of a ring, thereby giving advantage to all alike, to witness what is going on on the stage. These houses are lighted with gas, and make one to feel the Indian heat. The whole jets are under the control of one adjusting screw, so that they may burn dim or bright to suit the meaning of the play and scenery, and they are lighted by means of electricity. The actors are all composed of grown up women, men, and girls. One should not suppose for a moment that because they are actors and actresses they are not very clever and ready witted, which you will note hereafter. Many proprietors have retired from this business after amassing large fortunes owing to the public patronage they had. There is one lady songstress in London, by name Madame Patey, whose reputation draws thousands of people when she performs. The London Stereoscopic Company sell in large quantities the photos of famous actors and actresses.

I must also state here that the members of the Royal family have reserved boxes, and also the nobility. The Queen very often honored the theatres with her august presence during the lifetime of her husband, but not since his death, as has been stated to me.

I have been to many theatres engaging a seat in the box with my husband and servants, and at each time I went I made it my special duty to understand what the play was

about; for it is only then one can relish the performance on the stage. *Manfred*, one of Lord Byron's plays, was put on the stage when we were there. The constant change of scenery was very exact to nature, and the performers, with ease displayed striking powers of memory in reciting exactly to the text. Of all the sceneries the best I liked was *Manfred* alone upon the cliffs, the eagle passing, the appearance of the Chamois Hunter, and the awful rising of a female figure, preceded by smoke from under the ground, after the recitation of the following lines:—

*Man*.....Look thore; What dost thou see?

*Abbot*.....Nothing.

*Man*.....Look here, I say, and steadfastly;—now tell me what thou seest?

This figure was so ghost-like that an English gentleman in the stalls at the appearance of the female figure shrieked and fell insensible to the ground. Instantly a medical man who happened to be there volunteered to render aid, and a few minutes after this man, we were glad to note, made his appearance again.

At the Lyceum the play, "*Richelieu*," was performed with great success, and the number of people assembled was very great. Now about the tragedy of Shakspear, Antony and Cleopatra, as performed in Drury Lane Theatre. The scenery on the stage as usual was very excellent, and Miss Wallis acting the part of Cleopatra was frequently cheered by the clapping of hands; and when she applied the asp to



her breast, the whole house wore a sorrowful appearance, and still more so when soldiers lowered their weapons at the command of Cæsar as a mark of respect to the dead woman, and when music played the funeral air.

In order to be brief, I shall only say a few words about the play—"Fair Rosamond"—at the National Amphitheatre. This play was precoded by circus performances of difficult equestrian feats by women, which were very excellent. Fair Rosamond was the mistress of Henry II, a king of England. The various sceneries here were not behind the others I have already mentioned.

Henry's landing at Portsmouth, his coronation with Queen Eleanor, the battle of Bridgenorth, the battle field at dawn of day, men and horses slain, and fires besides those that were wounded, and A. Beckett's arrest by three robust soldiers in the cloister, where he was in company with several boys with lanterns in hand, bore a marked curiosity to the visitors. Thus far I have hitherto been describing the glowing accounts, and to say more words fail me to give an account of the magic effect of these fairy-like theatres.

**THE MONUMENT:**—This column was erected to commemorate the disastrous fire that broke out in London in the reign of Charles II, in the year 1666. It appears that this event is also acted in the theatre and styled the "Fire of London."

## CHAPTER VI.

THE LORD MAYOR AND LORD MAYOR'S DAY, THE DUTIES OF THE LORD MAYOR, THE EXPENSE OF THE OFFICE, THE PROCESSION—LIFE OF SIR SYDNEY WATERLOW—JUDGES' PROCESSION, ITS PECULIARITY, CONDUCT OF THE PEOPLE—THE TICHBORNE OR THE CLAIMANT TRIAL, THE NATURE OF THE TRIAL, THE EXCITEMENT CAUSED BY THE TRIAL.

THE LORD MAYOR AND LORD MAYOR'S DAY.—In order to gain this dignified position, many wealthy merchants accumulate large fortunes and strive to be elected first an Alderman, and by rote succeed to the Lord Mayorship, and continue so for one full year. A Lord Mayor draws no pay as the chief Magistrate of the Metropolis, and during his one year's administration he resides in the Mansion House, and has to give public dinners to the Ministers and Princes, and perhaps to foreign Emperors and Kings during their visit to London; all at his own expense. It appears that each dinner will not cost less than Rs. 20,000. Besides, a Lord Mayor has scarcely time to breathe in that one year. The procession of the Lord Mayor that we saw on the 10th of November 1873, was very grand. With the view to witness the same, we occupied a house in the Strand. The whole route along which the civic procession moved consisted of the Lord Mayor elect, Ex-Lord Mayor and Sheriffs, and numberless sightseers; and

the owners of the houses who hire out seats for these, make plenty of money on such festive occasions. Towards evening a grand dinner at the Guildhall was given, when long speeches of congratulation were made.

, THE LIFE OF SIR SYDNEY WATERLOW, BART.—Sir Sydney Waterlow, of whom the late Lord Derby, in a speech at a banquet given in the Mansion House, said, “the name of Waterlow itself is hardly more generally known than the name of Alderman Waterlow,” is the fourth son of Mr. James Waterlow, now of Huntingdon Lodge, Surrey, and was born in London in 1822. Sir Sydney’s beginnings were not so small as those of the famous Dick Whittington, but to his industry and perseverance he owes his present high position. He was well educated at a Grammar School in Southwark, and at the age of fourteen was apprenticed to learn the art of printing with the Queen’s printer, the late Mr. Thomas Harrison. After his apprenticeship was ended, he went on the Continent, and entered into the service of Messrs. Galignani in Paris. There he stayed but one year, and returned to England in 1844 to join his father and brother’s printing business in London-Wall. How small in comparison with the immense buildings now occupied by the firm were those premises! One of the leading departments of the business was railway work, the execution of which is still entrusted to Sir Sydney’s sons and successors. Sir Sydney married in 1845, but it was not till the year 1855 that he came into public notice.

In that year he was unanimously elected to represent the Ward of Broad-street in the City Corporation. This was a great event in his public life, for new opportunities presented themselves for displaying his abilities in connection with city improvements. His first idea was to connect the different police stations in the city by means of electric wires above the tops of buildings; to show the practicability of the plan he persuaded his brothers to allow him to join their offices in London-Wall with those in Birchin-lane and Parliament Street, by a single wire. His scheme at first met with rebuffs, but nothing daunted, he carried out his plans, seeing its success, the police authorities gladly availed themselves of his idea. Sir Sydney now became popular, and in 1862 was made an Alderman. As such, and as a Magistrate, he gained the esteem of all his fellow-citizens. In the meantime his business in London-Wall had largely developed. The printing of the minutes of Parliamentary Committees, &c., being sent to his firm, where work was always done with the greatest expedition, more hands being employed by night than by day. Sir Sydney made good use of his wealth. Few men have done more for ameliorating the condition of the poorer classes of London, particularly in providing decent dwelling houses for them; his success in this direction led to the formation of the Improved Industrial Dwellings Company, Limited, to the Chairmanship of which Company he was elected. In 1866 the Queen conferred on him the

honor of Knighthood, while he was Sheriff of London and Middlesex. The event which led to this was the splendid reception given to the Sultan of Turkey and the Viceroy of Egypt by the Corporation of London. In 1872 Sir Sydney was made Lord Mayor of London, that goal to which all hard-working men may attain. Her Majesty was so pleased with the munificence displayed by Sir Sydney during the visit of the Shah of Persia, as well as with his many acts of public usefulness, that she created him a baronet. Since then he has been elected member for Maidstone. Last year he was elected Treasurer of St. Bartholomew's Hospital. It is years since Sir Sydney Waterlow withdrew from business, but his time is always occupied in doing acts of kindness to the poor. His purse is always at the service of those who need his aid. His last act of kindness was that of presenting Landerdale House to the Governors of St. Bartholomew's, for a convalescent Home in connection with the Hospital.

**JUDGES' PROCESSION.**—After partaking of a public breakfast all the legal members and others arrive at Westminster Hall and march on at a slow pace, in a train wearing their curly wigs, to their respective chambers, order being preserved by the Police. A striking character of a few men was exhibited at the sight of certain benchers by hissing out, and at the sight of another a loud cheer by calling out the name of such person. Ah! what freedom is this! This custom of the procession is time-honored;

one which is generally observed on the first day after the Court's vacation.

**TICHBORNE, OR THE CLAIMANT TRIAL.**—The claimant in this case who represented that he was the nearest and next rightful heir to the estate bequeathed by a certain rich lady, filed a civil action in a London Court, which, after being heard for many months, was decided against him on the ground of his not being the right person, after which he was charged with perjury and was tried and convicted to penal servitude.

Every evening supporters of the claimant's action were seen creating a noise and chaos at the Westminster Court premises, especially when the Judges were leaving their office. Wherever we went the conversation in general was about this man, be the company men or women; and even at the theatres and other places of amusement allusions were always made regarding this huge person, and his able barrister, Dr. Kenealy. I think this is a freedom the European actors enjoy to make jocular allusion upon great persons' shortcomings and eccentricities. Even at the time the Sailor Prince was wooing the Russian Princess, there was an allusion to this alliance which created a sensation among the crowds of people assembled at a certain theatre. I do not, for a moment, doubt such being *mamool* that, Col. Baker who attempted to outrage the modesty of that bold young lady Miss Dickenson, which has made such a lasting impression upon the minds of people in the world, escaped a joke.

## CHAPTER VII.

RICHMOND, DISTANCE FROM LONDON—KEW, BEAUTIFUL GARDENS, THE PALM-HOUSE—GREENWICH, ITS OBSERVATORY AND HOSPITAL, THE ORPHAN SCHOOL, CAPTAIN BOURINS, THE RIVER EXCURSION—BRIGHTON, THE OLD SHIP HOTEL, KING'S ROAD GAY APPEARANCE, THE BRIGHTON SEASON, THE PIERS, THE GRAND AQUARIUM, THE PAVILION, THE BRIGHTON BATHS—WINDSOR, ITS HISTORY, QUEEN ANNE'S WALK, A CLEAR VIEW OF THE QUEEN, BALMORAL CASTLE, HENRY THE VIII. AND ANNE BOLEYN, SPANISH ARMADA, THE CURFEW BELL, THE CLOCK, THE HORSE OF H. R. H. THE LATE PRINCE CONSORT—PRINCESS BEATRICE, A VIEW OF ETON AND THE COLLEGE, VIRGINIA WATERS—THE MODEL FARM OF PRINCE ALBERT.

RICHMOND.—The trees in the Park, close to this village, seem to be many years old from the bulk of the trunks. We did not enjoy the trip so much as we expected, owing to a sudden change in the weather. Towards evening we left the place. The distance from London is about six miles.

Kew.—To this pretty village we went on an afternoon. It is about seven miles from London. The Kew Gardens are very beautiful and fail not to recreate the visitor. The most admirable object here is the 'palm house,' in which there are indigenous Indian plants, such as the palm and such like, in full growth, which is, owing to the fact of the hot-

house in which they grow, being in the shape of a glass house of pretty good size, affords the warmth of the Indian climate. The flower beds are very neatly and tastefully laid out, and we enjoyed our walk very well. Till evening we were here, and we repaired to these gardens three or four times during our stay in London. No fee is levied on those who resort to this place.

GREENWICH.—We proceeded to this town by water (Thames) from Charing Cross. This town is famous for its Observatory, Park and Hospital. When we arrived at this place, we visited the Orphan School, and Captain Bourins, its Principal, and his good wife who were very kind and hospitable to us in showing all the classes and giving us every information regarding the working of the institution. After this, we left the town, having driven about the place for a few hours, in a steamboat to Charing Cross.

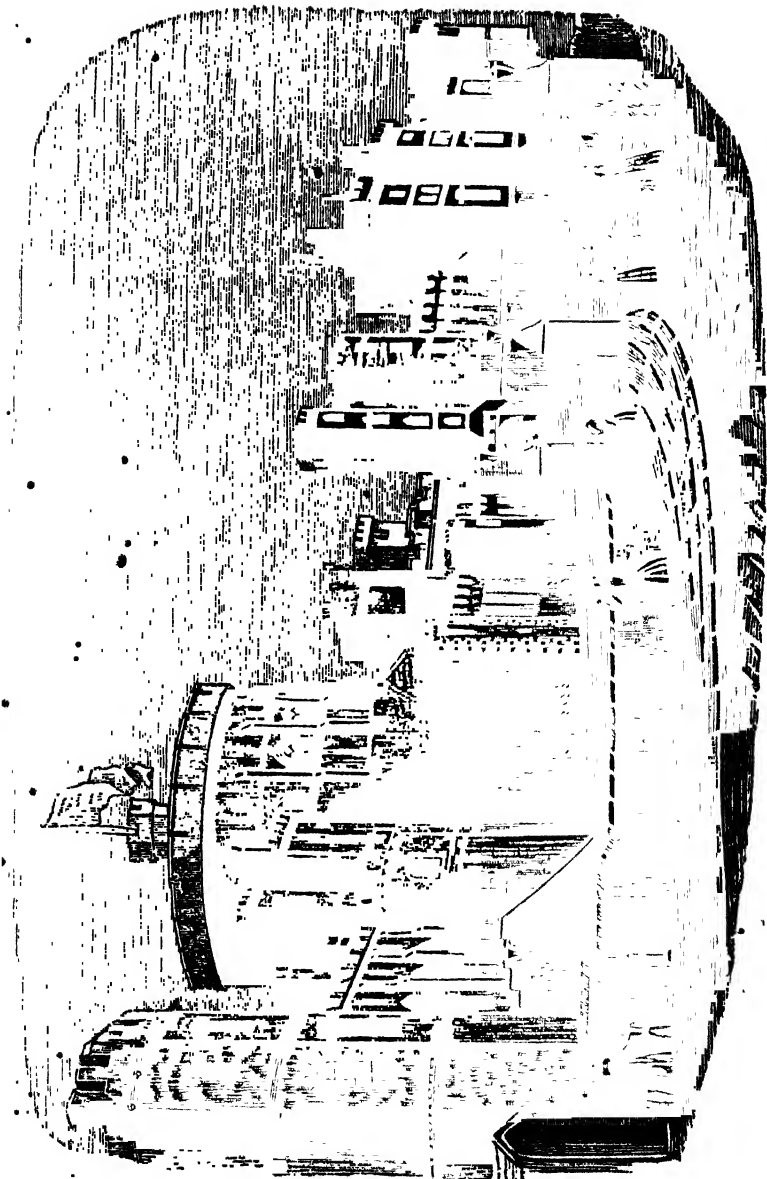
BRIGHTON.—We proceeded by the iron road from Victoria Station in London, and alighted at this watering-place, lodging in the Old Ship Hotel, King's Road, facing the beach. This sea-side town appeared to me very much like Madras, with its two piers, one old and the other new jutting out into the sea. At the end of the new pier there are *restaurants* and photo-studios, the one for the convenience of wearied visitors, and the other to take the likenesses of such visitors who wish it. Londoners resort to this town in summer, on which occasion it is greatly crowded and every article is dear. Though this is the case, yet I noted



several fashionable ladies and gentlemen mount horses and pass along the King's Road with their pages likewise following them at a respectful distance. I believe these pages are used instead of horse-keepers. I noted the same in Hyde Park too. As we occupied an hotel which is situated on the Beach road, it drew my attention towards several wooden cages on wheels, deposited along the beach opposite, and on asking their use, we were informed that these cages or wooden bath rooms, giving room for six or more ladies, are used by them during the summer time for the purpose of enjoying a sea bath, leaving the cage at a certain depth in the sea. Every precaution is, of course, taken to prevent exposure. This practise is very strange, and at the first hearing it creates admiration in an Indian.

We drove about the town and saw all the things we could see and among them I include the most wonderful Aquarium, to which place numberless people go throughout the day. I was much astonished to see the various aquatic creatures. We could spend some hours here for there are comforts open to all. During our stay here we went to a theatre and witnessed the play "Aladdin and the Wonderful Lamp," and, as usual, it was good and well-attended. To this town George, an English King, resorted very often and a Pavilion bears his name. This seaport town is also noted for its mineral baths. The bath-rooms here are very excellent and are provided with electric bells.

WINDSOR.—Her Majesty, Queen Victoria, resides in



WINDSOR CASTLE.



Windsor Castle during the winter. This is a pretty little town where the predecessors of the Queen spent their lifetime as a principal place of residence. At this Castle we were fortunate enough to have a glimpse of the Queen while she was driving slowly in a phaeton, drawn by two horses, on the anniversary of her husband's death. How was I filled with joy to see her in reality without any vain pomp, either in attendance or dress! She is short in stature and rather stout in person. How often, as five and six times, have we gone from Paddington Station to Windsor by the railway for the purpose of having a view of the Maha Ranee, and waited at the entrance of the gateway near Queen Anne's Walk, ending in disappointment, to hear from the guards that the "Queen had been out for a drive," and "may come out in the evening," "perhaps not," and so forth. Our journeys were at last successful, and the idea of having a view of her was the grandest object of my visit.

On our first trip to Windsor, when the Queen was at Balmoral, in Scotland, we had the best opportunity of visiting the castle all round. I shall enumerate all that I saw. In the old castle there are antiquarian remains, and famous spots in connection with great men, such as the cell of the Earl of Surrey where he was imprisoned by Henry VIII.; the spot where Henry VIII. and Anne Boleyn witnessed the execution of a butcher; William the Conqueror's luncheon room used as a place of rest after

hunting in the new Forest; the archway, where the death warrant was issued by Henry VIII., to behead the good and innocent Queen, Anne Boleyn; the antiquarian remains are the gun taken by the virgin Queen Elizabeth in the Spanish Armada; the Curfew Bell introduced in the time of William the Conqueror; the wooden clock placed in the time of Charles II., 1688, which is now in movement and is daily wound up. The other portion of the castle, built by ancient sovereigns, is well looked after by the Queen, and it is in this castle that all the members of the Royal family are solemnly married, for instance, the Prince of Wales and the Marquis of Lorne. Here also there is the Royal stabling and an open yard for the Royal members while they take riding lessons. While at the stabling it was very interesting to see a grey horse which bore on its back the person of H. R. H. Prince Albert, our Queen's husband, and it is still said that Her Majesty pays personal attention to the horse. This shows the respect and love she bore towards her beloved husband. This castle is replete with paintings all round, and from this we drove to the Windsor Park. This beautiful and extensive park was designed by Queen Anne, and there is a long walk called after her name (Queen Anne's Walk). This long walk was completed by George IV. The length of it is four miles.

The Queen every day takes her drive in this park during her stay here, and even takes a walk with her youngest

daughter, the Princess Beatrice. I should have said before that while we were at the "luncheon-room" of William I., we had a clear view of Eton and its College which has produced so many men of genius. To this College many of the sons of the nobility go. On our way to Virginia Water close by, we glanced at the model farm of Prince Albert and his sporting grounds. What painful reminiscences they must have for the Queen of her husband. On all occasions we visited Windsor and drove about the long walks. History was always poured into my ears, that is to say, I was perfect in reciting the facts connected with this town and its castle.

## CHAPTER VIII.

THE BRITISH MUSEUM, ITS LIBRARY—BAZAARS AND ARCADES, CURIOSITIES THEREIN—THE NATIONAL GALLERY, SIR EDWARD LANDSEER'S PAINTINGS—DORE'S PICTURE GALLERY—COVENT GARDEN, SEASON FLOWER AND VEGETABLES—ASIATIC HOME, SERVANT'S REFUGE,—KENSINGTON PALACE AND GARDENS, QUEEN VICTORIA'S BIRTH PLACE—INNS OF COURT, MANU, LINCOLN'S INN FIELDS—BATH-ROOMS, ACCOMMODATION, DIFFERENT KIND OF BATHS—MARKETS, LEADENHALL POULTRY MARKET—ZOOLOGICAL GARDENS, CURIOSITIES THEREIN, REFRESHMENT ROOM, PICTURE GALLERY—EGYPTIAN HALL, DR. LYNN'S ENTERTAINMENTS—ROYAL POLYTECHNIC, DIVING BELL AND OTHER CURIOSITIES—THE INTERNATIONAL EXHIBITION, ALBERT HALL, THE DUKE OF EDINBURGH AS THE BEST VIOLINIST, CARRIAGE DEPARTMENT, CONFECTIONARY ROOM AND OTHER CURIOSITIES.

THE BRITISH MUSEUM.—This museum is many times greater and far superior to our museum. It contains about 90,000 volumes of books, and about a similar number of MSS. and different other curiosities. I cannot give a detailed account of what it contains, and it would even occupy some weeks' time for a man of letters to go through the museum minutely and recount the same. It is sufficient therefore to say that I was pleased with what I beheld there.

**BAZAARS AND ARCADES.**—The pretty arrangement of the London bazaars beats our shops in the Broadway and Mount Road in every respect. These bazaars contain articles of novel description which do not fail to attract the attention of the passers-by. They are situated advantageously in rows under an arcade, and afford infinite pleasure to the public, though persons may not purchase the goods. We visited several of these bazaars, and I purchased a few articles, and amongst them the following are the best to my knowledge:—Soho Bazaar, Burlington Arcade, the German Fair, and the Islington Bazaar.

**THE NATIONAL GALLERY.**—This picture house is near Trafalgar Square, and from here a good view of the Square is obtained. The best artistic productions of eminent men are here to be seen, and on certain days in the week artists go here to study. The late Sir Edward Landseer's best paintings I saw, who died while we were in London, and whose likeness we beheld in the *Illustrated London News* at the time of our stay in England. I learnt that the four lions placed in the four corners of Trafalgar Square, were the designs of this able artist. A kind of stimulating desire is created when here, in one's breast, to study and learn the art, at least, I had that desire.

**DORE'S PICTURE GALLERY.**—The large pictures that adorn this building are of a scriptural type, and, as a matter of



course, I did not relish them, though they were very good. People whom I saw here wore a very solemn appearance, and only whispered to each other; this silence is attributable more to the religious character of the paintings than anything else.

**COVENT GARDEN.**—This is a beautiful market, where various kinds of flowers and vegetables are sold, and which far excels the Bangalore flower and vegetable market. All the season flowers, fruit and vegetables were laid out there when we went, and I made a few purchases of cut flowers and bouquets which were finished with taste involving great labor. We inhaled the sweet odour of different flowers all the time we stayed there.

**ASIATIC HOME OR STRANGERS' HOME.**—This is a charitable institution where stray Asiatics who are destitute are provided with meals and clothing. It was in this home our servant was lodged and was fed for about three weeks. Besides the charity of clothing and feeding, the Board undertakes to procure a free passage to such inmates who wish to return to their native land. This is very generous and affords proof of the humane feelings, those concerned with it are possessed of. We were informed by the Governor of this institution that at one time, some years back, the famous Poo——Mudaly, a Madras gentleman found a refuge in this home when he was penniless. Our Rajahs ought to found such charitable homes in the Presidency towns.

**KENSINGTON PALACE AND GARDENS.**—In this palace our

Queen was born, and hence this building is famous. Adjoining this is the garden bearing the name Kensington Garden, and it is contiguous to Hyde Park. The walks here are beautifully arranged, and afford pleasure for a few hours of repose. There is also a museum called Kensington Museum, which is not like other museums in my opinion.

INNS OF COURT.—In London there are three Inns of Court, called the Inner Temple, Gray's Inn and Lincoln's Inn, and in these alone the Hindoos who go from India study and qualify themselves for the bar. Our friend Mr. P. Venkatakrishnamah Nayadu was kind in taking us to the Inn he was studying in, and it will be well to state some facts concerning it. The building is very spacious and grand in structure, and the large hall is adorned with the likenesses of the law founders of the grand races among the people of the world, out of which I noticed that of Manu, our law-giver. The picture of this Brahmin is really the production of an artist, which fact is well known. After viewing the library we were conducted to the kitchen where viands had been cooked to provide meals for the benchers, practising barristers and students during the terms. It is imperative, it appears, that a Hindoo student, be he a Brahmin or Bulga, should eat meals to finish his term with Englishmen, and at the same table. The grounds attached to this inn look very pretty, and bear the name "Lincoln Inn Fields."

BATH ROOMS.—While at Madras it was compulsory, or it was a habit, I should say, to wash or bathe daily. But

that luxury failed us in England owing to the peculiarity of the climate. When we were in want of that luxury we sought the same at the Argyll Baths. It is questionable why people should go to other places to have a bath rather than their houses. It is because the houses in England are so very peculiarly constructed that one cannot hope to enjoy a bath in his house except where the same is provided in very large mansions. People therefore resort to one suiting their means. Only in a large establishment different kinds of baths can be enjoyed by both men and women, such as warm, cold, swimming, baths, Harbel, Sulphur, Vapor, Harrogate, Donagh, Bran and Tideman's Sea Salt Baths, from five shillings and upwards.

Women's rooms are quite apart from men's and women-servants alone wait upon ladies, and in these bath-houses every comfort may be had, and the drawing-rooms are replete with the leading daily newspapers. The rooms are furnished tastefully and fitted with the richest furniture, and the dressing-rooms are also equal to the other rooms. On entering a bath-room one has to pay at the entrance so much for the kind of bath one wants to enjoy, and a ticket is issued instantly after the railway fashion, and a bell rung. A man-servant or maid-servant puts in his or her appearance, as the case may be, and orders are given and the comer is conducted to the right place. All this is done in a few seconds. The fare for a bath is undoubtedly great, and the bathing charges alone for a single person for once

month, would come to £1, to take one twice a week at a respectable bath-house. This is my impression of all the bath-houses in England; the best I liked was the Brighton baths which are not only grand in appearance, but also afford the greatest comfort.

**MARKETS.**—London can boast of several splendid markets and from these the suburban vendors get their supplies. The construction of some of these appears like the terminal building of a railway line. There is a poultry market at the back of the East India Avenue, called "Leadenhall Market," and there is one at Islington. Of these I had a glance, as I could not venture to stroll and see the place, owing to all classes of people thronging there and the number of gigs and cars standing outside.

**ZOOLOGICAL GARDENS.**—We feasted our eyes in seeing the rare collections of animals and birds here, on the payment of a few shillings. The walks are very beautifully arranged, and here and there flower beds are placed in an inviting style. Added to these, there are creepers silently climbing a wall or a tree, and there are artificial ponds and earth mounds or promenades. Out of the numerous collections of animals, birds, and reptiles those that drew my attention the most were as follows:—The crowned pigeon, the hanuman, the sea lion, the fish house and the American rattle snake. After three hours' walk around the gardens, we stepped into the picture gallery where a series of water color drawings are exhibited, and owing to the life-like

finish it is no wonder that I should have admired them. As I have already observed, that in such places where thousands of people resort, a refreshment room is provided, and in the refreshment stall we took our luncheon consisting of biscuits, tea and fruit.

**EGYPTIAN HALL.**—Every evening there was a magic entertainment given by the famous Dr. Lynn who is verily the magician of the Arabian Nights, far excelling our native jugglers. Whatever he performed on the stage, it was with ease and perfection, and the majority of the spectators were therefore led to believe in the existence of spirits, though he declared that there was no spirit medium. I shall here state one fact. Will it not, the *mysterious blood writing*, the *spirit calculator*, the *great fish trick*, the *blood writing on the arm*, and the *magic growth of flowers*, impress on the minds of the spectators the existence of spirits? Yes, though some may not believe, yet I was obliged to suppose so.

During the performance, which he did with grace and ease, he was very fond of making use of the phrase "*how it is done*" chiefly at the success of a trick which caused loud laughter among the people followed by clapping of hands. Dr. Lynn's success is so great and his patronage so unbounded that he performed twice a day, excepting, of course, on Sundays. I went more than once, and each time I went, I noticed a change in his programme.

**ROYAL POLYTECHNIC.**—This is a scientific institution

where lectures are delivered to students and the public with practical illustrations (during the year), and it is worth one's while to go to this institution in order to witness the *Diving Bell*, *Domestic Electricity*, the *Model Engine*, the *Silber Light*, &c. I never lost an opportunity of witnessing the experiments of scientific wonders in this building with my husband and friends. On a certain weekday I went there at about 7 A. M. and heard the lecture of Mr. H. EDMONDS on the *Demonstration of new Inventions*, and again one by PROFESSOR GARDNER on *Sugar from the cane to the tea cup*, and again one by Mr. J. L. King on *Domestic Electricity*. The entertainment was brought to a close by the performance of the "*Enchanted Glen*," which was a play in which spectral illusions was introduced.

Whatever I had heard of Englishmen's scientific enterprise, was but a report, but now after a clear demonstration of the various powers of electricity and the mode of detecting a thief by means of *electricity* alone, shows us, that there is not a shadow of a doubt in believing the advantageous results. For instance, to this wonderful natural force by which news is flashed from one end of the earth to another in a moment's time, is due the wealth and prosperity of the British nation and the vast extent of dominions belonging to them.

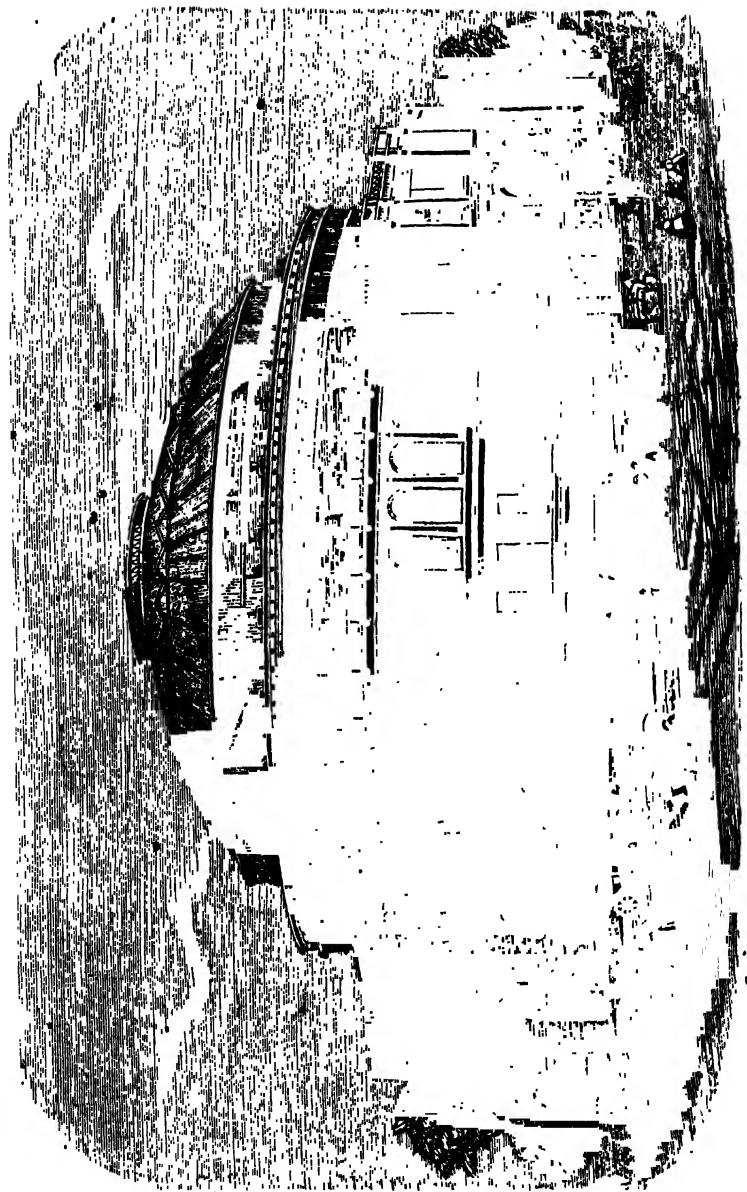
When we turned to the *Central Hall* we saw many objects of interest, amongst which I particularly noted the following. The *Magneto-Electric Machines* presided

over by Mrs. Baker, the magnificent *Geological Model*, showing the working of mines, &c. and the great Tank with the *Diving Bell*. It will be right to give a short account of the latter.

Several people got inside that roomy bell which was attached to a crane and coil of rope, and it was afterwards lowered into the tank, while fresh air was being pumped into the bell by means of a pipe, and in a few minutes the bell was submerged, strange to say people expressed no sense of uneasiness while in the water. This was the first time I ever saw the diving process, though I have often heard people mention the diving bell. I left the place quite contented with what I saw.

INTERNATIONAL EXHIBITION.—This Exhibition abounds with many objects of admiration, and it is therefore essential in the case of a visitor to England to go there and pass through the various departments minutely. With this building the *Albert Hall* is connected, where every-day, in the afternoon, an organ is played before a crowded house. On account of the time one has to spend, as long as four or five hours, a refreshment-room is provided owned by MESSRS. SPIERS AND PONDS. This firm's success is so great that at all the principal Railway stations, they have refreshment-rooms which are superintended mostly by women.

The *Albert Hall* concerts are very attractive. Sometimes the Duke of Edinburgh takes part in playing the violin with the orchestra, while the Royal members honor



ROYAL BER HA





them with their presence, confining themselves to their boxes. This Royal personage is known to be a famous player on the violin. We had the good luck to hear the Duke play once in the Albert Hall.

The prominent features of the Exhibition is painting—both in oil and water colors. These are good without any question. Now I will say something about the industrial branch. When we stepped into the *carriage department* we saw excellent designs of vehicles of every shape and form ; then we turned to a place where machinery was in motion and saw how silk and other fabrics were woven by young women, and again we saw how ivory fancy articles were finished. Then again, we wound our way, and came to the confectionery room, where we saw how a machine separated linseed from the husk and powdered it, and mustard undergoing the same process and made fit for the table. We also saw how lozenges and other confections were made by the hand. These workmen and women were very kind in presenting me with one thing and another they were working at, for which I offered my salaams while accepting them. This pleasure of seeing and passing through all the departments cost us about four shillings each.

## CHAPTER IX.

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WINTER AND ITS PECULIARITY IN ENGLAND—THE FIRE PLACE  
AND THE FIRE—THE GREAT FOG OF LONDON IN 1873—  
MY IMPRESSIONS OF LONDON WORLD.

WINTER.—The four seasons of the year are very exact in their appearance all over England, so that to one that is quite ignorant of the four names of the seasons and the date of their appearance in the year, might perceive the four stages, which is as clear as presenting a mirror before the face there. But in this land it is not so, and therefore the masses of people are only aware of two seasons in the year, the one is summer and the other winter.

We arrived in London in the month of September, and the fact of that being the autumnal season was indicated by the branches of trees being entirely denuded of leaves. That three autumnal months passed leaving the most dreaded season, *winter*, to follow it, and we prepared ourselves with flannels, &c., to combat the effects of the wintry climate. At last we gained the day, and hence we were fortunate, and it was no less to the admiration of those of our European friends who advised us to escape the wintry season by going to Italy, and staying there till that season was over. An Indian winter is far higher in temperature than an English winter, and with all our accoutrement of warm clothing, we suffered much from the severity of

the cold though we were not taken ill. That was a great consolation to us and our friends.

The rare phenomena during the English winter to those Indians unacquainted with Astronomy, is that the sun appears late, say at about 8-10 in the morning and sets at about 3-50 in the afternoon, when darkness of course ensues and lights are lit, and perhaps at times the sun does not make his appearance, and therefore a whole day is as night. It is also a pleasing sight in winter to see the snow flakes fall like white feathers from a bird. What a beautiful spectacle this scene presented to us while passing in the Railway from Paris to our head-quarters, causing us to reflect on the wondrous doings of nature !

There is another wonderful sight to the eyes of an Indian, which is, the water freezing into ice during winter, and I was quite amazed to see the water of a lake in Paris having undergone that change. It would be edifying to state how the people of England resist the inclemency of that season. By wearing seal-skin jackets and using muffs made of the skin of the same animal, which are very costly on the wrists, the women resist the cold, and the men by wearing long over-coats made of stout fabric and by having suitable gloves on effect the same. They never shrink from taking exercise in the open air and why ? In order to keep the blood in circulation. There is another comfort which the poor and rich alike enjoy during the winter season of the year.

**THE FIRE PLACE AND THE FIRE.**—If this were not in use in every house many would die or be seriously affected by the cold. It helps to alleviate the biting cold a good deal by exposing the body and the limbs before a bright glowing fire. This place is the rendezvous of a family in the long evenings where the young and old meet and spend the time in a pleasant manner. Each house boasts of such a requisite luxury in three or four rooms, and wherever we went to, either a Railway station or a hotel, there was a fire in the waiting-room or in the drawing-room. The reader may very likely believe that we enjoyed the fire in houses, railway waiting-rooms, and at hotels, but what did we expect in a railway carriage when a journey takes some hours before we reach the destination. I shall be too glad to answer that the railway companies are very kind by supplying hot-water zinc canisters and changing them when they get cool. This is really a great comfort effected by the railway companies, and when I travelled on the railway during winter I thought much of their benevolence.

**THE GREAT FOG OF LONDON IN 1873:**—Most of the Londoners in the winter go abroad in order to escape these unpleasant occurrences. Fog is a thing that very often occurs in the latter part of the year, and especially to our good luck we escaped the great fog of London in November, as people termed it, by going to Paris. This fog proved fatal to many cattle besides maiming many a human limb,

and in some instances death even occurred. During this terrible fog it continued to be dark three days and two nights, which therefore put a stop to traffic. Our friends after our return congratulated us on our escape.

During the less foggy days I experienced an absence of comfort, as it prevented me taking a drive in the evening, and when we attempted to return it was a matter of doubt without a mishap on the way. Owing to the great darkness that prevailed then, our carriage moons and the corporation lights were scarcely of any use, except torch lights that were held by a few men on the road. But by the cleverness of our driver we reached our home safely. Another discomfiture during foggy days is, that a peculiar tinge coats the hands and face. This is what Londoners mean by a *nasty fog*, and it is really nasty.

MY IMPRESSIONS OF LONDON WORLD.—In the foregoing pages I have expressed my opinions briefly on different subjects, but I have not dwelt on this to the length it deserves. It would occupy too much space to say all that I thought of the wonders of London, its immensity, its peoples and the usages of its society, but to give my native readers some little idea of that really wonderful city, I shall make a few statements on the subject.

• London is assuredly the most noble and the most marvellous city in the world, it is so large that the eye will become weary in reviewing it. It is the true centre of the world's prosperity and the magnet of commerce. To see

the thousands of ships that are continually coming and going laden with the produce of all parts of the earth, and the enormous traffic that is continually progressing, would astonish greater travellers than even myself. London is, without doubt, the emporium of the world. There is nothing perhaps under the sun that cannot there be obtained with money. Many of the merchants are styled *prince* merchants on account of their vast wealth and influence. London is like an immense tree which bears scientific fruits of every description. There are two great powers in it ever striving for the mastery, one is evil, the other good. In London the very best men and the very worst men breathe the same atmosphere. There is astounding wealth and wretched poverty; there is vast wisdom and sunken ignorance; there is the name of all that is good and virtuous, and there is also the lowest depths of repulsive vice and sin. All men in that city seem to be striving and unceasingly labouring after money. It is the key that opens all the portals to pleasure and advancement; it is also the agent for the spread of wickedness.

In London science, arts, manufactures and civilization are created and developed, and it is also in London that evil passions run their course to a great extent in defiance of the law. I wish some of my countrymen could see this city called by some the "Modern Babylon." How they would open their eyes with astonishment at its beauties and

wonders ; they would think they were transformed or had transmigrated into another world than this so astonished would they become. I cannot find proper words to express the numberless ideas that came into my mind as for the first time I saw this vast city, of which England has reason to be proud and equal reason to be sorry. Much that is beautiful, much that is wise, and much that is good, is created in London and spread over the whole world ; its influence for good cannot be reckoned.

The people of London, who are called by people in other parts of England " Cockneys," are very kind, thoughtful and hospitable to strangers, being ever ready and willing to undergo any trouble and expense to please visitors to their wonderful home. There are many bad men too who endeavour to take advantage of strangers, and would think nothing of robbing them if they got the chance. This is also the case everywhere, I believe. It must be said, however, that the good, the true, and the noble are in the ascendancy, so that we experienced no harm from any evil disposed persons while resident there. Many ladies, whom I had the pleasure and honor of visiting, treated me in a most kind and friendly manner, and seemed very pleased to have my ideas of different things both Indian and English. Ladies in England hold a very different position to what they do in India, there they are the equals of the men and are their best advisers, while in this country, I am sorry to say, they are held to be inferior in every



respect; and instead of being advisers, are treated by many as slaves to the will and bidding of the male sex. When will my Indian sisters enjoy such a noble position in their household, as do our fair and beautiful sisters of the West? The day will yet come I am certain, and may God speed it. To see the comfort, forethought, love, happiness and consideration exhibited in an English home, would, I am sure, cause even the harshest men of this country to be filled with envy and inspired with a desire to emulate. The eyes of my countrymen are gradually becoming opened on this subject, and it is to be hoped that the future generation will realise the blessing which the pioneers of civilization have wrought for this sunny and beautiful land—India.

It is an absurd idea that many people in this country possess, that if they go to England they will lose their caste and will be urged by the English to change their religion. I can assure them that this is all purely an imagination, without the least reality. The English, although desirous of spreading their religion, never force it upon anybody, and never also speak upon the subject in private life unless requested to do so. Every man and woman in England are free to enjoy what religious opinions they choose, and the Queen has passed strict laws prohibiting any persons from interfering with the religion of another, even though he may be an idolater or an atheist; all are at liberty to use persuasion and argument to convince, but force and coercion in any form is punishable.

Those of my countrymen who have embraced the religion of the English after a long stay amongst them, have done so without that due reflection that becomes people professing the deistical form of the oldest religion known. The pure religion of the Hindoo is as acceptable in the eyes of the great Creator and Preserver as is the Christian, and it is only the uncharitable and the bigoted that assert to the contrary. It is because people do not understand the Hindoo religion and its grand fundamental principles, that they call those who profess it "heathen" and "idolaters." True, there are many objectionable forms and absurd ceremonies in it, but the religion itself is *per se* good in the sight of "the Eternal, Unchangeable One." But I think I have said enough on this subject, which has been the cause of more war, bloodshed, evil, hatred and all bad passions than any other ever discussed.

In fact, I would urge most strongly all of my readers to go to London, and if they do not return delighted and satisfied with all they see and hear, then it will be because they are born blind and deaf. "Nothing venture, nothing have," says an old English aphorism, and so it is in the case of those who have not yet visited that wonderful, excellent and ancient city across the "blue water"—London.

## CHAPTER X.

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### MANCHESTER AND ITS PEOPLE.

HAVING left London (Easton Station) we proceeded by railroad and reached Manchester. The journey took about seven hours, and I beheld beautiful rustic scenery all along the line. This town is the centre of the cotton trade, the greatest manufacturing town in the kingdom, and in population third only to the metropolis. It is situated on the Irwell, the Irks, and the Medlock, the former of which has been rendered navigable from Liverpool. The town lies on the left or eastern bank of the Irwell; the district of Salford is built entirely on the western bank, and is joined to the opposite side by five bridges. The central parts of the town consist of a great number of streets, some of them handsome, and containing elegant houses, others crowded with warehouses, factories, and shops. Towards the extremities of the town, among the more modern buildings, are very handsome and elegant dwelling houses, either standing alone, or forming rows, places, parades, &c. The Collegiate Church, usually called the Old Church, is a fine Gothic structure, richly ornamented in the cathedral style. The breadth is 120 feet from east to west; the length is 216 feet. St. Mary's Church is in the Doric style, with a fine spire steeple, 186 feet high, supported by eight

Ionic pillars. St. Peter's Church is also of Doric architecture, and much resembles a Grecian temple. St. Anne's is a handsome building, erected in 1712, which has undergone alteration. St. Matthew's and St. George's, Hulme, two parliamentary churches, are beautiful specimens of Gothic architecture. The dissenting chapels in general are neat and elegant. They belong chiefly to Presbyterians, Baptists, Methodists, Independents, and Roman Catholics. No town is more distinguished by the number of its charitable institutions. Chetham's Hospital, commonly called the College, is intended for the maintenance and education of 80 boys, from the age of 6 to 14. The Infirmary is a handsome set of buildings; it includes a large general hospital, a dispensary, and a lunatic hospital and asylum. There is besides a lying-in hospital; the Ladies' Auxiliary Society, for aiding poor women during their confinement in their own houses; the house of recovery, or fever ward; the Strangers' Friend Society, instituted in 1791; an hospital for persons afflicted with diseases in the eye; also a lock hospital and penitentiary; a poor-house; besides various other charitable institutions and associations for different purposes. Charity schools, including a school for the deaf and dumb, are numerous; also Sunday schools. On the day of the coronation of George the Fourth, upwards of 25,000 children, educated at these schools, walked in procession through the streets of the town. There is a royal Lancasterian school, and a smaller establishment on the same plan; also

two national schools, on Dr. Bell's system. Of associations for promoting literature and science, the principal is the Literary and Philosophical Society, founded in 1781. Several volumes of its Transactions have been published, and its proceedings had raised it to a degree of eminence highly honourable to its members. The royal Manchester institution, for the encouragement of literature, science, and the arts, was lately founded under the most flattering auspices. Upwards of £30,000 was subscribed in shares of £42 each, and laid out in the erection of the building. The portico is an elegant stone building, in the Ionic style of architecture, containing an excellent library, and an elegant and spacious news-room. Besides this, there are several public libraries; but the most extensive and by far the most valuable is that originally founded by Humphrey Chetham, the benevolent founder of the college. It contains about 25,000 volumes, amongst which are some rare and valuable manuscripts. There are two anatomical theatres, to each of which is appended a regular school of medicine. The Exchange, for the resort of merchants and tradesmen, is a very fine and spacious building. It is built in the Doric style. In the lower floor is the news-room, a magnificent hall, comprising an area of 4,060 feet, and upper rooms, for public dinners, meetings, &c., on a corresponding scale. The town-hall is an elegant building, from the model of the temple of Erectheus at Athens, and cost upwards of £30,000. The principal room is a splendid

apartment, 131 feet in length by 38 in breadth. The theatre, and the gentlemen's concert-rooms, though devoid of external ornament, are fitted up with great taste and elegance. The assembly-rooms are also greatly admired for their beauty and magnificence. The New Bailey prison is a large building, founded in 1787. About the middle of the 14th century the woollen manufacture was introduced from Flanders, and Manchester soon became celebrated for its fabrics of that material. It was not until the middle of the last century, that the manufacture of cotton, of which Manchester is now the emporium, attained any degree of public attention; and in 1781, the whole quantity of the raw material imported, did not amount to more than would be consumed in a fortnight at the present time. But the great improvements which have been made in the art of spinning, by the discoveries of Arkwright, Hargreave, and others, and the application of steampower, have rendered the cotton manufacture the most extensive, and the most important, in the kingdom. Manchester is the centre of this trade, which extends around it in all directions, to Furness and Derby on the north and south, and to Leeds and Liverpool on the east and west. It is, besides, the general depôt from which the raw material is distributed through all parts of the district, and in which all this scattered merchandise is again collected, when finished, into a centre, to be again expanded over a wider circle, to be sent to Hull, Liverpool, and London, and thence all

over the world. The silk manufacture has of late years been gradually growing into importance, and now employs a large capital and a great number of work-people. Many of the principal woollen manufactures have found it their interest to have establishments in Manchester, for the sale of their commodities. The principal articles manufactured here, are velvets, fustians, dimities, calicoes, checks, tickings, jeans, shirtings, gingham, quiltings, handkerchiefs, nankeens, diapers, muslinets, muslins, cambrics, and almost every kind of fancy cotton, and cotton and silk goods. The spinning trade is becoming every year more extensive, and considerable quantities of yarn are annually exported. The weaving is also carried on to a great extent; and the invention of power-looms, or looms worked by machinery, has been recently introduced, and they have extended considerably. The erection and keeping up of this various and complicated machinery, is itself a source of very great business in and around Manchester. Besides the weaving and spinning, the printing, dyeing, and bleaching businesses are carried on here to a very great extent. The hat manufacture is also considerable, and there are several well-managed sulphuric acid, or oil of vitriol works, besides a great number of other manufactories. By means of canals, Manchester enjoys a communication both with the eastern and western seas, being situated directly in the line of navigation which here extends across the island from shore. The rail-roads sub-

sequently formed have opened up an easy and expeditious communication with the commercial towns all around and with the metropolis itself. Manchester was a place of some note in the time of the Romans, by whom a station was constructed in a part of the town known by the name of Castlefield, near the confluence of the Medlock with the Irwell.

An extensive sale for Manchester fabrics is found in the Indian market, and from this we can judge that Manchester merchants make double profits, is it wrong then that they should be termed merchant princes? If the millowners' grievances in India should be redressed, then we would fully and confidently hope that Indian mills would abundantly supply our wants on the spot alone, instead of purchasing them through foreign agents. If our rulers should cherish a hope that India alone ought to seek to provide clothing for persons instead of going into other markets, then the undoubted cry will be 'give us the means,' and if our rulers will give that, Indian mills will realize the wish.

I will now turn to Manchester as I saw it. At certain hours in the day workmen are to be seen moving about the town, which is very misty, owing to countless chimneys puffing out smoke, and for these causes Manchester is quite unlike London and its pleasures. During our stay we put up in the Waterloo Hotel, where, as usual, our wants were attended to and the charges very moderate. Our chief object in going to Manchester was to see the working of the mills,



and I was greatly surprised to see such numberless spindles at work, almost beyond computation. Each factory gives room for thousands of people who find their living by it. Besides spinning and weaving machines that do immense business, there are other factories where printing chintz is finished. I saw a few factories of this kind, where in a moment's time the printing process was done. When, after printing is finished, of course, the pieces are wet, and as such they need to be dried, and, in order to dry them there is a warm room adjoining the printing place, and shortly after the pieces are put in the heated room they become quite dry. All this is done within five minutes' time. The manufacturing business is so very extensive that the proprietors have telegraphic communication from the factory, which is a few miles off to the head office in the town. At a certain factory we were given to understand in detail that a very large outlay of money is required to establish a mill, and the idea of the prices quoted, certainly supports the statement. Manchester is in different respects unlike London, being in fact a manufacturing town.

## CHAPTER XI.

MY DETERMINATION TO VISIT ENGLAND—THE TRIP TO PARIS, SICKNESS ON BOARD THE STEAMER, DIEPPE, ROUEN, WANT OF COURTESY ON THE PART OF RAILWAY OFFICIALS, ARRIVAL IN PARIS, THE VENDOME COLUMN, PALAIS ROYAL, PORTE ST. MARTIN, PANORAMA, DISTURBANCE IN THE THEATRE, THE SOPPER SYSTEM OF THE PARISIANS, THE MANNERS OF FRENCHMEN—VERSAILLES, ITS HISTORY, TRIAL OF MARSHAL BAZAINE—DESCRIPTION OF THE PLACE.

I HAD great difficulty in resisting the foolish prejudices and fancies that were calculated to cause fear in me by my relatives, who urged me to cast off the proposal of visiting England, but I have realized my wish by going to Europe and seeing European peoples in their native countries, and moved in English Society, and I must confess that I like the land for the multifarious advantages within the reach of every one. Before I had heard anything of England, I detested even the very thought of visiting it; however a change of mind, which I cannot account for, took place which resulted in my visit to that land, which I am most happy and proud that I visited, for I like the lovely country and the trip extremely well. My admiration did not rest in seeing that glorious land itself, but a fresh desire

had sprung up in me to go to a different country besides the Dominions of Queen Victoria, braving the privations on my way thither and not minding the difficulty of making myself understood by the foreigners with my crude English. The place to which I, my husband and others went to, was Paris, the capital city of France, a city that sustained great loss by the late war with Prussia. In the month of November our party started off to Paris, procuring through tickets from Messrs. Thomas Cook and Son, tourist agents, *en route* to Newhaven and Dieppe. By the same firm we were asked if we would like to insure our lives in the OCEAN RAILWAY and GENERAL ASSURANCE COMPANY at a low rate of premium while travelling on the Continent.

The object of this kind of insurance is that, during the disability of the insured, caused by an accident while travelling on a railway or ocean or a vehicle, or death happening, occasioned by an accident, the relatives of the insured receives, in the case of the first cause, so much allowance during illness, and in the second, the whole amount insured for, which is paid by the Company. Whatever may be the advantages of such assurances, we yielded not in approving that course of guarding against risks.

OUR ROUTE TO PARIS.—At first we left London by railway from Victoria Station at 8 P. M. and arrived at Newhaven at about 11 the same day. The journey was not pleasing. Soon after we embarked on board a steam boat

that was waiting to take in passengers to Paris *via* Dieppe. The moment the boat got under weigh, dishes were placed in various parts of the ladies' saloon with the impression that they would undoubtedly fall sick while crossing the channel, which I should say is a second 'Bay of Biscay.'

I was only watching to know how I would get on, but I and two other ladies were lucky in not being so bad as the others. This steamboat, though small, yet afforded comfort, and the stewardess rendered her services to all alike in a very expert manner. About 8 in the morning land was sighted, and an hour after we got on land which was Dieppe, a French sea-port town.

"Dieppe, having a population of about 20,187 people, is situated in a valley formed by two ranges of lofty white chalk-cliffs, at the mouth of the *Arques*, which forms a harbour capable of containing vessels of considerable size. As a sea-port and commercial town, the vicinity of Havre has deprived it of its former importance. The trade of Dieppe is now principally confined to its traffic in fish. As a watering-place, however, it is in a flourishing condition, and is annually visited by a large number of English, as well as French families."

On landing, our baggage had to be examined by the French authorities to ascertain if we had carried or packed any dutiable articles, and after a long delay we overcame that ordeal. These men are certainly lacking in courtesy. Immediately after taking our meals, we started off in a train

for Paris, passing through a tunnel about one mile in length and the valley of the *Seine*, and at last halted at the intermediate Station (Rouen) to change trains.

“Rouen is inhabited by about 102,649 people, and is important on account of its cotton factories, and has not inaptly been termed the Manchester of France. Rouen is likewise one of the principal dépôts of the wines of Bordeaux, which are conveyed thither by small vessels on the *Seine*. As in ancient times, this city and its environs are still renowned for their superior breed of horses, as well as for the robust physique of the inhabitants, who furnish the French army with some of its finest troops.”

Before a bright fire in the railway waiting-room we spent a few hours, and again we resumed our railway journey.

It may be proper here to state that French Railway officers' courtesy in general is far behind that of their brethren in England, at least so I found it.

Towards evening we arrived at the French Metropolis and took our quarters in the 'Londres et New York Hotel,' recommended by the tourist agents, Messrs. Cook and Son of London.

The city of Paris excelled in my opinion that of London in grandeur, with its broad streets, splendid buildings, umbrageous avenues on either sides of the road for the convenience of pedestrians, attractive shop windows and restaurants. Even now, Paris is the common centre

to pleasure-loving people, though the beauty of this city has been spoilt in many ways by the late war and by the wild destruction sought after by the Communists, as I was informed.

The Vendôme Column, with other public buildings and parks that fell a prey to the Communists, were rapidly being built at the time we went, and perhaps every building and every monument will have made its appearance ere now. . Every Parisian or a visitor, during our stay, was eagerly talking with one another about the trial of Marshal Bazaine and that of the Communists at Versailles, and these were alone the important subjects then in Paris. The greatest change in the French Government that occurred after the war, was the Presidentship of M. Thiers. For the first time we took a drive through that long street Boulevards, which extends over three miles and looks very grand, with stylish buildings, shop windows, and is also divided by omnibus station houses. The working system of these public conveyances is very different from that of London Companies, and a pedestrian ought to make out the place of destination of a 'bus' in day time by the color or letters of the alphabet, and at night time by the color of the lights.

Among the many places of interest we saw, I shall only mention the

PALAIS ROYAL. — A knowledge of French History will be able to furnish the full particulars of this building to the

readers, and it is my wish to state the few facts that occurred in the year 1871, and the utility of this building.

It appears that in the calamitous year of 1871 the Communists did great havoc in burning several portions of this fine building and plundering the shops on the ground floor. For the occupancy of the shops an enormous rent is levied by the present owner or owners. In the Palais Royal there is a splendid arcade paved with slabs of marble about 300 feet in length and 40 feet in width. Neither London nor any other European city can boast of such an arcade. It afforded us pleasure by the bare walk at nights under this arcade, and the ruinous portions of this edifice have been already put in order.

CHAMPS ELYSEES.—To this pleasure ground several rich folks and the lower classes of people resort in great number, either to enjoy a walk under the shady trees or to admire the puppet show, juggling, show booths, &c., and many people spend their time till a late hour in the evening. This place does not fail to afford pleasure to visitors especially.

PORTE ST. MARTIN.—This square triumphal arch was erected by the nation in honor of Louis's victory in the year 1670. The Communists close to this perpetrated a most brutal murder. The Porte St. Martin also bears the bullet marks up to the present moment.

LES GRANDS BOULEVARTS.—The right bank of the Seine displays a richness of architecture and an array of attractive

shop-windows, which are surpassed in no other city in the world. With the bright and cheerful animation and admirable arrangement of these Boulevarts no line of streets in the English, or indeed any other metropolis, can vie. This building, which formed the extremity of the ancient fortifications, and commanded the Seine and the populous suburb of St. Antoine, was spared in 1670, when the Boulevarts were levelled and was subsequently employed as a state-prison. On the 14th of July, 1789, it was captured and destroyed by the revolutionists; the stones were then chiefly employed in the construction of the Pont de la Concorde. In May 1871, this was one of the last strongholds of the Communists, by whom every issue of the Place had been formidably barricaded, but it was captured after a desperate struggle by the Versailles troops on the 25th. The Station de Vincennes was seriously injured on this occasion, and several of the neighbouring houses were entirely destroyed.

The Boulevart Richard Lenior, constructed above the covered Canal St. Martin, which is connected with the Bassin du Canal St. Martin on the south side of the Place, and thus with the Seine also, was once destined by Napoleon I. to be the site of a colossal elephant fountain, 76 ft. in height, to be erected in commemoration of the revolution.

After the revolution of 1830, however, the plan was abandoned; the spot was employed as a burial-place for the 'July champions,' and the present Colonne de Juillet



erected over their remains. The monument, which is of iron, 164 ft. in height, is surmounted by a figure emblematical of Liberty, bearing a torch in one hand and a broken chain in the other. It was pierced by a number of bullet holes, and the pedestal much damaged in the above-mentioned conflict between the government troops and the insurgents. In February 1848, the 'February champions' were here interred beside their comrades of 1830, and in May 1871 the vaults were again opened for the reception of a number of the victims of the Communist reign of terror. These vaults and boats on the canal beneath were filled with gunpowder and combustibles by the Communists with the view of blowing up the column and converting the entire neighbourhood into a heap of ruins. The combustibles were set on fire by them after their defeat, but the powder had already been removed and employed in the defence of the Place de la Bastille, and the fire therefore occasioned no serious damage. The summit of the monument commands a fine view, especially of the cemetery of Père la Chaise; the ascent is, however, less recommended than that of the Tour St. Jacques, and should not be attempted by persons inclined to dizziness, on account of the swaying motion which is sometimes felt, especially in windy weather.

The strongest barricade of the insurgents in June 1848, which could not be captured without the aid of heavy artillery, was in the neighbouring Rue du Faubourg St.

Antoine diverging to the right. On the 25th of June, the third day of the contest, Archbishop Affre was killed here by an insurgent's ball, whilst exhorting the people to peace.

Before commencing his walk along the animated Boulevarts, the stranger may, by way of contrast, visit the Place des Vosges (formerly Place Royale) to reach which turns into the Rue St. Antoine, and takes the third street (Rue de Birague). Passing under an arch, he enters a large square planted with limes and chestnuts, two sides of which are adorned with fountains. In the centre stands the equestrian marble Statue of Louis XIII., executed by Dupaty and Cortot, and erected in 1829 to replace the statue of the same king erected by Richelieu in 1639, which had been destroyed in 1792.

The square itself occupies the site of the court of the former Palais des Tournells, where in 1565 a tournament, which cost Henry II. his life, took place. Catherine de Medicis caused the palace to be taken down, and the houses (not completed till the reign of Henry IV.), which now occupy its site, to be erected. They are built uniformly of red brick, with lofty roofs, and have a series of arcades in front. Richelieu once occupied No. 21, Victor Hugo No. 9 at the south-east corner, and Mademoiselle Rachel the house opposite until her death in 1858. The present inhabitants of this gloomy, old-fashioned square, as well as of the adjoining streets (Quartier du Marais)

are chiefly retired officers and persons of limited income. For a short time after the revolution of 1792, and again in 1848, the square was named Place des Vosges, in honour of the department of that name, which had been the first to send contributions in support of the popular cause, and that appellation was again revived in 1870.

To the north-west of this, if the Rue des Francs Bourgeois be followed, the Imprimerie Nationale, the extensive and interesting printing establishment of the government, is reached.

Returning to the Place de la Bastille and entering the Boulevards, the stranger first traverses the Boulevard Beaumarchais. The south side consists of handsome and tastefully built houses, completed since 1848, the north side principally of small shops. This Boulevard and that of the Filles du Calvaire, are chiefly frequented by the denizens of the Faubourg St. Antoine with their blue or white blouses and printed cotton jackets. In the fine weather the decayed gentleman and retired officer of the Quartier du Marais, recognisable by the old-fashioned appearance of their costume, occasionally emerge to sun themselves. No. 25 is the Théâtre Beaumarchais, the great resort of the inhabitants of the neighbouring Faubourg. To the right, farther on, is the Cirque d'Hiver, the entrance to which is adorned with two equestrian figures.

The Boulevard du Temple is sometimes termed the Boulevard du Crime, owing, it is said, to the number of melo-

dramatic and other theatres which were formerly crowded together on the north side, that last of which, however, have recently been demolished to make way for the new Boulevard Voltaire (formerly du Prince Eugène).

To the above appellation the crime of Fieschi may possibly have in some degree contributed. No. 42 occupies the site of the house, whence on July 28th, 1835, he discharged his infernal machine at Louis Philippe, which occasioned the death of Marshal Mortier and several others.

Exactly opposite, on the south side, is situated the Jardin Turc, and near it the restaurant Bonvalet, both frequented by the respectable denizens of the Quartier du Marais. The Cadran Blue, exactly opposite the Restaurant Bonvalet, was formerly one of the most celebrated restaurant in Paris. On the same side toy and fancy shops predominate. The traveller now reaches the Place du Château d'Eau (so called from the unfinished fountain in the centre), on the right side of which two extensive buildings are situated. The first of these, with hops on the ground floor, belongs to the Credit Foncier, and contains a permanent industrial exhibition. The second is the large Caserne d'Infanterie (formerly du Prince Eugène), capable of accommodating 6,000 men, and is connected with Vincennes and its military establishments by the Boulevard Voltaire (originally Boulevard du Prince Eugène), inaugurated Dec. 7th, 1862, by Napoleon III. The Place du Château d'Eau was the scene

of a fearful struggle on May 24th, 1871. The insurgents occupied a strong position here, protected by barricades at every outlet. These were taken, one by one, by the Versailles troops, and the insurgents were driven back to the Place de la Bastille, the Buttes Chaumont, and Père la Chaise. A number of houses in this neighbourhood were entirely burned down (e. g., the Théâtre des Délassements Comiques in the Boulevard de Voltaire), and many more were seriously injured. The Caserne, which was occupied by the insurgents, was completely riddled with balls and shells. The Boulevard Voltaire runs in a south-east direction from the Boulevard du Temple to the Place du Trône, intersecting the Place Voltaire (formerly du Prince Eugène), where in 1865 a bronze Statue of Eugène Beauharnais was erected. It stands on a pedestal of green granite, bearing the inscription: 'Au Prince Eugène Napoléon'; the sides are adorned with representations of the prince's greatest battles, and at the back is recorded the passage from his letter to the Emperor Alexander in 1814, in which he rejects that monarch's overture and declares his determination to remain faithful to Napoleon. (In the vicinity, in front of the Prison de la Roquette, is the Parisian place of execution). Farther on, the Boulevard traverses the most populous portion of the quarter, inhabited by artizans. A triumphal arch, in commemoration of the Russian and Italian campaigns, which it was proposed to erect in front of the columns of the Place du Trône, and of which a model

in wood was temporarily constructed, will probably never be executed.

The new Boulevard de Magenta diverges to the north, and the Boulevard St. Martin commences at the Château d'Eau. A flower-market is held here on Mondays and Thursdays. The Boulevard lies on a slight eminence, which in the middle, between the houses, was levelled in 1845 for the convenience of carriages. Here are situated the Théâtre des Folies Dramatiques, the Théâtre de l'Ambigu Comique, and the Théâtre de la Porte St. Martin (the last burned by the Communists, May 25th, 1871).

PANORAMA.—This panoramic view illustrating most vividly the erection of bulwarks to resist the Prussians entering the gates of Paris and the scene of devastation by the Communists and other illustrations, was a striking curiosity to me as well as to all visitors. The bare view of this most exact representation of the scene in that unlucky year, led me to think that I was an eyewitness to the terrible scenes. Such exact illustration is imputed to the skill of the artist, and the proprietors charge a franc only for admission.

During our stay in Paris once we went to a theatre in order to judge whether a French play excelled English plays or not, and to my utter astonishment I experienced that chaos and confusion alone prevailed, which could not be suppressed by the frequent solicitations of the stage managers. Though we did not know the French language

to understand the play, yet the orderly behaviour of the lower order might have been something to us by way of compensation. Owing to the absence of order we were constrained to quit the play-house sacrificing our fares, and thenceforward, I never cherished the idea of going to a French theatre while we were in France.

Frenchmen in general, and perhaps visitors too, take delight in enjoying supper on small tables, commodiously placed under the shady avenues and along public roads, by the proprietors of restaurants.

This system of eating is very strange, and during the autumnal months, Paris puts on a new appearance, it is said, in every respect, and such tables are sprinkled all over the public streets and give a splendid spectacle to those who have not experienced Parisian life before. Such pleasures are not only observed in week days, but also on Sabbath day which is not the case in England.

On a certain Sunday while we were at Paris we went to a church, and on entering *holy water* was sprinkled over the heads of the worshippers, and after the service came to a close, we took a walk to the adjoining rooms and were startled to see offerings made by women in the shape of wax candles and bouquets and other such trinkets.

This looked heathenish to us, and when I had questioned the peculiarity, I learnt that this Church was a Roman Catholic one, and as such, the observances vary much from those of Westminster Abbey.

The peculiar characteristic among Frenchmen, which I noticed while at table or talking is, that they often make peculiar gestures and never behave like Englishmen, perhaps this is their nature. Again, Frenchmen in general are not so kind and courteous as Englishmen in England are, and if I am not mistaken in the conclusion which I was able to draw after weeks' experience I only beg to be excused.

Paris is a very beautiful and wholesome city, being entirely free from London smokes, and the cost of living there is comparatively cheaper than in England. It is my impression that a visitor will really enjoy the pleasures of Paris only when he understands the language, not otherwise.

VERSAILLES.—We left Paris by the Railway, and passing through a few tunnels arrived at Versailles, a town ten miles south-west of it, and a town that was very important during the late war.

The long edifice to the station of Courbevoie is a barrack erected by Louis XV. for his Swiss Guard; under Napoleon I. it was occupied by the Imperial Guards. The line traverses elevated ground, and affords an extensive prospect of Paris, the Bois de Boulogne, and the valley of the Seine.

Mont Velerien, the base of which is skirted by the railway near the station of Suresnes, rises 600 feet above the Seine, and commands a magnificent view. It cannot be visited without the permission of the commandant. The summit was formerly occupied by Le Calvaire, a monastery



erected in the reign of Louis XIII., and a popular resort of the pious. Napoleon I. caused the building to be demolished, and an establishment for the education of daughters of members of the Legion of Honour to be erected on the site. The train next stops at the station of St. Cloud, then passes through a short tunnel, and skirts the deer-park of the chateau. On the way to the station, in the Rue de Sèvres, adjoining the Hopital des Incurables (Femmes,) the traveller will observe a fountain ornamented with a fine figure of an Egyptian woman pouring water out of two vessels. At Meudon are the ruins of an imperial chateau, where the Empress Marie Louise resided with the king of Rome during the Russian campaign in 1812. It was afterwards a summer residence of Prince Napoleon, but was set on fire by a shell and reduced to a heap of ruins during the Prussian bombardment of Paris in 1871.

Versailles is indebted to Louis XIV. for its foundation. That monarch, like his predecessors, had, during the first years of his reign, made St. Germain his summer residence, but, it is said, conceived a dislike to it from the fact of the tower of St. Denis, the royal burying place, being visible from the palace. The palace and park of Versailles, termed by Voltaire '*l'abîme des dépenses*,' are said to have cost the enormous sum of 400 million francs (16 millions sterling).

After driving about the town, we went to the Historical Museum, '*Musée Historique*,' where a collection of mo-

der pictures and sculptures are placed. It took us some hours to go round the various apartments, and every work this gallery abounds in is most admirable.

Our guide informed us that the King of Prussia chose this as his head-quarters in the year 1871, and a great portion of this edifice was converted into an hospital to treat their soldiers, but how laudable is it to hear that the King of Prussia cared so much for fine arts as to order his bloodthirsty soldiers not to demolish the sculptures nor to disfigure the best paintings of able men. This singularity in the Prussian King, especially at that stage of affairs, shows what regard one pays even at critical hours for the fine arts.

TRIAL OF MARSHAL BAZAINE.—Adjoining the building in which this soldier was tried, crowds of people were seen moving up and down in an uneasy state of mind to hear the day's proceedings, and we, with great difficulty, got into the compound and not further as we had no pass. However, we got a glimpse of that soldier and left the place quite contented. At that time too the Communists were being tried and those that were found guilty were shot in batches. After we left Paris, it engrossed my attention to watch how Bazaine would be dealt with. A few weeks after it was publicly known that he was to be transported for life to an island. A few months after he was reconciled to the new life, a change of star in his life occurred, which

ended in his escape by the combined efforts of his faithful wife and a near relation.

This escape startled the French Republic and the people on the globe, and perhaps might have been a matter of joy to the Prussians.

The Gardens and Park, with their numerous fountains and celebrated Orangerie, some of the trees in which are several centuries old, are nearly in the same condition as when first laid out by Le Notre (d. 1700), the most eminent landscape gardener of his time. The garden contains a vast number of groups, statues and vases, some of which are copies from celebrated antiques, others originals of the 17th century.

Some of the finest groups adorn the Parterres du Midi et du Nord; by the steps which descend to the garden are two large basins, the Fontaine de Diane, and the Fontaine du Point du Jour, both adorned with fine groups of animals. At the foot of the steps is situated the Bassin de Latone, consisting of several concentric basins, surmounted by a magnificent group in white marble of Latona with Apollo and Diana. The goddess entreats Jupiter to chastise the peasants of Lycia who refused her a draught of water; they are accordingly metamorphosed, some partially, others entirely, into frogs or tortoises, which spout forth water on Latona in every direction. At the extremity of the Tapis Vert, a long, narrow lawn, is situated the Bassin d'Apollon, a magnificent fountain, environed with tritons, nymphs,

and dolphins. In the centre Neptune and Amphitrite are represented seated in an enormous shell, on the east side Proteus, and on the west the Ocean. The upper border is adorned with a number of vases ornamented with reliefs. The Grand Trianon, a handsome villa situated about three quarter mile from the terrace of the palace, was erected by Louis XIV. for Madame de Maintenon. It contains several sumptuous apartments, and some fine modern works of art. The *Salle de Malachite* derives its name from the magnificent basin, presented by the Emperor of Russia to Napoleon I. The Petit Trianon, a short distance to the N. E., was erected by Louis XV. for Madame Dubrany. It is tastefully fitted up, but contains nothing remarkable. The garden, however, is worthy of a visit. It possesses some magnificent trees, and an artificial lake, once a favourite resort of Marie Antoinette and the Duchess of Orleans. The villa was also occasionally occupied by the Empress Marie Louise.

## CHAPTER XII.

MY FIRST ATTEMPT TO GO TO ENGLAND AND WHAT FRUSTRATED  
MY GOING—HOMEWARD JOURNEY—PORTSMOUTH—CHRIST-  
MAS—ON BOARD THE P. AND O. STEAMER 'HINDOOSTAN'  
—LANDING AT BOMBAY AND SAFE ARRIVAL AT MADRAS.

WITH the view of visiting England I accompanied my husband to Bombay in the year 1871, (leaving Madras by the railway.) We registered our names as passengers for the P. and O. Steamer *Malta*, and three days prior to our departure we were advised by the members of our family and friends not to proceed then, owing to several native gentlemen proceeding the same year to England without their families. This suggestion being good, we at once abandoned the idea, though letters of introduction addressed to Miss Mary Carpenter at Bristol, had been given to us by the accomplished daughters of Dr. Atmaram Pandoorung of Bombay. That lady was sadly disappointed to learn the change by the mail that followed.

As the idea was given up, we made the best of the opportunity, and were fortunate enough to witness the landing of Lord Northbrook as Governor-General of India, and the unveiling of the Queen's Statue by him. I went to this ceremony in company with the daughters of Dr. Atmaram, and after a long speech, the veil was removed by the Governor-General and the ceremony then ended.

The scene was very imposing, and the concourse of people assembled was very great.

The other advantage by having been to Bombay, was the visiting of the spinning and weaving native mills and other public places of interest. Bombay, in several respects, supersedes Madras and appears very much like an English town.

OUR HOMEWARD JOURNEY FROM ENGLAND.—When the eagerly expected for Christmas by the Europeans was drawing nigh, we prepared to bid adieu to England to go to India, which was on the 25th December 1873, and booked out names as passengers by the P. and O. Steamer *Hindoostan*.

We took leave of the European ladies and gentlemen who were known to us in London, and left the Waterloo Station by the iron road to Southampton. On the road to this place we passed through Portsmouth in Hampshire, a place which we visited some time before, on the coast of the English Channel, and the principal station of the British navy. It is situated at the mouth of Portsmouth harbour, and consists of the old town of Portsmouth, included within its fortified walls, and the new town of Portsea, which was only begun more than a century ago, and has already outgrown the mother town itself. Portsmouth is the seat of the civil and military establishments, and the residence of the port-admiral; and Portsea contains the vast establishments of the dockyards and gun warf. Ports-

mouth harbour excels every other in Great Britain, in extent, depth, and security. Everywhere the anchorage is good, the depth sufficient for ships of any size, and it can contain almost the whole navy of England. It is completely defended by the number and strength of its batteries. The fortifications of the town were begun by Edward IV., and the works are so elevated as to command the whole of the adjacent country. They are considered impregnable; and in case of a siege, it is said that a garrison of 13,500 men would be required to man the works and the forts. The dock-yard is by far the largest in the kingdom. The sea-wharf wall of the dock-yard extends 3,500 feet along the harbour, and the mean breadth is about 2,000 feet, the whole including an area of 100 acres. The principal buildings connected with the arsenal are—the porter's house, the mast-houses, the modern guard-house, the pay-office, the royal naval college which consists of a centre and two wings, the school of naval architecture, the residences of the principal officers of the yard, the immense ranges of storehouses, manufactories, &c. The gun-wharf is an immense arsenal, consisting of various ranges of building, for the reception of naval and military stores, artillery, &c. The small armoury is a spacious building, capable of containing 25,000 stand of arms. In the Portsmouth division of the town, the principal public buildings, connected with naval affairs, are—the victualling-office, the Government-house, the houses of the lieutenant-governor and port-

admiral, and the marine and military barracks. The church of Portsmouth is a spacious structure, and the tower forms a good mark to seamen. Portsea parish church is two miles from the town; but its place is supplied by several handsome chapels. Besides these churches, there are many meeting-houses in the town and neighbourhood for dissenters. The town-hall of Portsmouth is a large building. A prison has been recently erected. There are various charitable institutions. Portsmouth sends two members to parliament.

We put up in the Southampton Hotel for the day on which we arrived from London, and went on board the steamer on Christmas day with my heart full of past London associations, thinking of them with regret that I would never be fortunate to enjoy them again. Such subjects only engaged my mind then and not the anxiety of homeward journey, though that flashed into my head only when after we reached Gibraltar.

The weather was very rough till we reached Alexandria, especially while crossing the Bay of Biscay, though I fared pretty well. On reaching Gibraltar we went on shore and visited the hilly town to which we had not been before. After six hours' stay the steamer got under weigh and steamed towards Malta and Alexandria, where we drove about sight seeing for some time, though the weather was unfavorable.

On entering the Suez Canal the weather became favorable. Two or more theatrical performances were given by



the stewards for the amusement of the passengers. This is the only strange kind of amusement I had not observed before ; the whole ship put on a gay appearance on New Year's day, and every officer of the steamer was very merry. Such was the observance on board the steamer on the first day of January 1874. During our voyage one death occurred of a sailor, which appeared to me now an usual occurrence, so that either reports of death or the fire bell never alarmed me in the least. I was accustomed to the sea life as a person of ten years' seafaring life would be. We passed all the sea stations and arrived at last at Bombay in the latter end of January.

In the manner I stated, while landing at Southampton we looked after our baggage and came on the deck when we were overjoyed to see my husband's brother (Mr. P. Vencatachella Chetty). I never, while on my way out to England, thought that I would be fortunate to see their faces again, and my joy was inexpressible at our safe arrival and the blessing of Providence. We never lost a minute to disembark and place our feet once more on Indian soil. Then we hurried to proceed by the railway to Madras, and without breaking our journey arrived safely on the first of February. Once more tears of joy flowed from the eyes of those of my family members who were disheartened at the idea of my going to England ; and how their faces beamed with joy at our safe and happy return. Such being the disposition of the Creator.

I felt thankful to Providence for having conducted

me safely through my long journey, and also for having rendered it so agreeable and instructive to me, and this knowledge gave me an inward courage to go again on a visit to the beautiful countries of the West, should I ever have the opportunity, and to note the great progress they have made in all the arts and sciences and manufactures.

I must confess that I am much pleased with every thing I saw and heard, and, as I have already stated, I would strongly advise all my fellow countrywomen who possess the means and courage to pay England a visit, as they will never regret the money expended. They will be sure to receive a hearty welcome from the people of England and will return to their native land with new and liberal ideas of the power, wealth, and knowledge of our rulers. Before I went to England, I laboured under many absurd impressions concerning the British people, and was wont to construe many of their acts in an uncharitable manner, but now I have been and seen for myself and mixed up with them in their social and political circles, I have changed my motives, as I think everybody will do who goes and sees for himself. I believe that though many wrong and unwise things had been done by the British representatives in this country, that they have been done with no ill-will at heart, but through ignorance of the real wants and wishes of the people, and through carelessness; certainly not with any evil or malicious intention. The mistake is that English people do not look

upon India as their home, but only as a land of sojourn, and the consequence is, that they perform their duties often in a perfunctory manner, (that is the proper expression I believe). If they would look upon India as their own home, as a distant part of England, the beautiful land that gave them birth, and would take a greater and more earnest interest in the welfare of the people of this empire, as though they were working for their own kinsmen in England, the many egregious mistakes that are made would not happen.

I am a woman and therefore not well skilled in political administration, but these are the thoughts that pass through my mind, and they do not spring from uncharitableness, but from an innate desire to see this wonderful land of my birth drawn together in closer bonds of unity and friendship with the people of England, whom I hope, from the bottom of my heart, that God, whom we all serve, may evermore bless.

My friends and relatives were very impatient to hear the whole account of my journey in a summary way, and the description of what I had seen only aroused their curiosity and admiration more and more, and it was only natural that they should be anxious. Thus I have given an imperfect account of my travel, and should there be any shortcomings I beg once more my readers will overlook them.

# ADDENDA.

## • THE ROYAL FAMILY OF ENGLAND.

HER MAJESTY ALEXANDRINA VICTORIA, Queen of the United Kingdom of Great Britain and Ireland, &c., Queen, Empress of India, Defender of the Faith ; *born* at Kensington Palace, May 24, 1819 ; *succeeded* to the throne June 20, 1837, on the death of her uncle King William IV. ; *crowned* June 28, 1838 ; *married* Feb. 10, 1840, to His Royal Highness Prince Albert of Saxe-Coburg and Gotha (deceased), *born* August 26, 1819, K. T., G. C. B., who died on the 14th December 1861. Her Majesty is the only child of his late Royal Highness Edward Duke of Kent, son of King George III. The children of Her Majesty are :—

I. Her Royal Highness Victoria Adelaide Mary Louisa, PRINCESS ROYAL OF ENGLAND AND PRUSSIA, *born* Nov. 21, 1840 ; *married* to his Royal Highness the Crown Prince Frederick William of Prussia, Jan. 25, 1858, and has four sons and three daughters, the eldest being—  
Frederick William Victor Albert, *b.* Jan. 27, 1859.

II. His Royal Highness Albert Edward, PRINCE OF WALES, K. G., &c., *born* Nov. 9, 1841 ; *married*, March 10, 1863, Alexandra of Denmark (Princess of Wales), *born* Dec. 1, 1844, and has issue—

1. Prince Albert Victor, *b.* Jan. 8, 1864.
2. George Frederick Ernest Albert, *b.* June 3, 1865.
3. Louisa Victoria Alexandra Dagmar, *b.* Feb. 20, 1867.
4. Victoria Alexandra Dagmar, *b.* July 6, 1868.
5. Maud Charlotte Mary Victoria, *b.* Nov. 26, 1869.
6. Alexander John Charles Albert, *b.* April 6, 1871, *d.* a few hours after birth.

III. Her Royal Highness Alice Maud Mary, *born* April 25, 1843 ; *married* to His Royal Highness Prince Frederick Louis of Hesse Darmstadt, July 1, 1862, and has issue two sons and four daughters, the eldest being—

Victoria Alberta Elizabeth Matilda Mary, *b.* April 5, 1863.

IV. His Royal Highness Alfred Ernest Albert, DUKE OF EDINBURGH, K. G., &c., *born* Aug. 6, 1844 ; *married* January 23, 1874, Grand Duchess Marie Alexandrovna of Russia, has a son and a daughter.

V. Her Royal Highness Helena Augusta Victoria, *born* May 25, 1846; *married* to His Royal Highness Prince Frederick Christian Charles Augustus of Schleswig Holstein Sonderburg Augustenburg, July 5, 1866, and has two sons and two daughters, the eldest being—

Christian Victor Albert Ludwig Ernest Anton, *b.* April 14, 1867.

VI. Her Royal Highness Louisa Carolina Alberta, *born* March 18, 1848; *married* to the Marquis of Lorne, K. C., M. P., March 21, 1871.

VII. His Royal Highness Arthur William Patrick Albert, K. G., &c., *born* May 1, 1850.

VIII. His Royal Highness Leopold George Duncan Albert, *born* April 7, 1853.

IX. Her Royal Highness Beatrice Mary Victoria Feodore, *born* April 14, 1857.

Augusta Wilhelmina Louisa, DUCHESS OF CAMBRIDGE, daughter of the Landgrave of Hesse, and aunt to Her Majesty, *born* July 25, 1795; *married* in 1818, the late Duke of Cambridge. Her children are :—

George Frederick William Charles, K. G., DUKE OF CAMBRIDGE, cousin to Her Majesty, *born* March 26, 1819.

Augusta Caroline Charlotte Elizabeth Mary Sophia Louisa, daughter of the late Duke of Cambridge and cousin to Her Majesty, *born* July 19, 1822; *married* June 28, 1843, to Frederick, Grand Duke of Mecklenburg Strelitz, and has a son.

XIV. Mary Adelaide Wilhelmina Elizabeth, cousin to Her Majesty, *born* Nov. 27, 1833; *married* the Duke of Teck, June 1866, has issue a son and daughter.

George Frederick Alexander Charles Ernest Augustus, K. G., DUKE OF CUMBERLAND, and cousin to Her Majesty, *born* May 27, 1819, *married* Princess Frederica of Mecklenburg Strelitz, and has a son and two daughters.

REIGNING SOVEREIGNS, &C., OF EUROPE, WITH THE DATES OF THEIR  
ACCESSION AND BIRTH.

States.	Sovereigns.	Titles.	Birth.	Accession.
Anhalt	Leopold	Duke	1 Oct. 1794	9 Aug. 1817
Austria	Francis Joseph	Emperor	18 Aug. 1830	2 Dec. 1848
Baden	Frederick	Grand Duke	9 Sep. 1826	5 Sep. 1856
Bavaria	Louis II.	King	25 Aug. 1845	10 Mar. 1864
Belgium	Leopold II.	King	9 Apr. 1835	10 Dec. 1865
Brunswick	William	Duke	25 Apr. 1806	25 Apr. 1831
Denmark	Christian IX.	King	8 Apr. 1818	15 Nov. 1863
France	Marshal. M'Mahon	President	28 Nov. 1808	24 May 1873
Germany	William I.	Emperor	22 Mar. 1797	18 Jan. 1870
Great Britain, &c.	Victoria I.	Queen	24 May 1819	20 June 1837
Greece	George I.	King	24 Dec. 1845	6 June 1863
Hesse Darmstadt	Louis III.	Grand Duke	9 June 1806	16 June 1848
Holland	William III.	King	19 Feb. 1817	17 Mar. 1849
Italy	Vict. Emmanuel II.	King	18 Mar. 1820	7 Mar. 1861
Lichtenstein	John II.	Prince	5 Oct. 1840	12 Nov. 1858
Lippe	Leopold	Prince	1 Sep. 1821	1 Jan. 1851
Lippe-Schaumburg	Adolphus	Prince	1 Aug. 1817	21 Nov. 1860
Mecklenburg-Schwerin	Frederick Francis	Grand Duke	28 Feb. 1823	7 Mar. 1842
Mecklenburg-Strelitz	Frederick William	Grand Duke	17 Oct. 1819	6 Sep. 1860
Monaco	Charles III.	Prince	8 Dec. 1818	20 June 1856
Montenegro	Nicholas I.	Prince	1840	14 Aug. 1856
Oldenburg	Peter	Grand Duke	8 July 1827	27 Feb. 1853
Portugal	Louis I.	King	31 Oct. 1838	11 Nov. 1861
Reuss-Grreiz	Henry XXII.	Prince	28 Mar. 1846	8 Nov. 1852
Reuss-Schleiz	Henry XIV.	Prince	1832	1867
Roumania	Charles	Hospodar	20 Apr. 1839	20 Apr. 1866
Russia	Alexander II.	Emperor	29 Apr. 1818	2 Mar. 1855
Saxe-Altenburg	Ernest	Duke	16 Sep. 1826	3 Aug. 1843
Saxe-Coburg-Gotha	Ernest II.	Duke	21 June 1818	29 Jan. 1844
Saxe-Meiningen	George II.	Duke	2 Apr. 1826	20 Sep. 1866
Saxe-Weimar	Charles Alexander	Grand Duke	24 June 1818	8 July 1853
Saxony	Albert I.	King	23 Apr. 1828	29 Oct. 1873
Schwarzburg-Rudolstadt	Albert	Prince	30 Apr. 1798	28 June 1867
Schwarzburg-Sonderhausen	Gunther	Prince	24 Sep. 1801	19 Aug. 1835
Servia	Milan IV.	Wolode	1856	30 June 1868
Spain	Alfonso	King		
Sweden & Norway	Oscar II.	King	21 Jan. 1829	18 Sep. 1872
Switzerland	M. Roguin	P. of F. Go.		
Turkey	Abdul Aziz Khan	Sultan	9 Feb. 1830	25 June 1861
Wurtemberg	Charles	King	6 Mar. 1823	25 June 1848

















